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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
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AGENDA

Plans and Programs Policy Committee

March 21, 2007, 1:00 p.m.

Location:

SANBAG Offices
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410
The Super Chief Room

Plans and Programs Committee Membership

Chair

Paul Eaton, Mayor
City of Montclair

Vice Chair

Mark Nuaimi, Mayor
City of Fontana

East Valley Representatives

Bea Cortes, Council Member
City of Grand Terrace

Richard Riddell, Mayor
City of Yucaipa

Larry McCallon, Council Member
City of Highland

West Valley Representatives

Diane Williams, Mayor Pro Tem
Rancho Cucamonga

Mountain/Desert Representatives

Kevin Cole, Mayor
Twentynine Palms

Rick Roelle, Mayor
Town of Apple Valley

Chad Mayes, Council Member
Town of Yucca Valley

San Bernardino County

Brad Mitzelfelt, Supervisor

Paul Biane, Supervisor

Dennis Hansberger, Supervisor

Josie Gonzalez, Supervisor

Gary Ovitt, Supervisor

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency

Plans and Programs Policy Committee

March 21, 2007

1:00 p.m.

LOCATION:

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor, San Bernardino
The Super Chief Room

CALL TO ORDER - 1:00 p.m.

(Meeting chaired by Mayor Paul Eaton)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications

1. Possible Conflict of Interest Issues for the SANBAG Plans and Programs Meeting of March 21, 2007 Pg. 6

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minute summary for each month.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

2. Plans and Programs Attendance Roster

Pg. 7

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Notes/Action

Discussion Calendar

Regional and Quality of Life Programs

3. **Funding Agreement with Riverside County Transportation Commission (RCTC), Orange County Transportation Authority (OCTA), Los Angeles County Metropolitan Transportation Authority (LACMTA) to provide the local match for a Caltrans Environmental Justice Context Sensitive Planning Grant.** Pg. 9
1. Approve Contract No. 07207 with RCTC, OCTA, LACMTA to provide \$6,000 in local match for a Caltrans Environmental Justice Context Sensitive Planning Grant.
 2. Approve budget amendment to the SANBAG 2006/07 fiscal year budget to increase Task No. 11107000, Freight Movement, for the Environmental Goods Movement Funding Agreement by \$6,000, as detailed in the Financial Impact Section. **Steve Smith**

This item will be reviewed by the Plans and Programs Policy Committee on March 21, 2007. This item has been submitted for review by Counsel.

4. **Update on goods movement initiatives affecting San Bernardino County** Pg. 21
- 1) Receive report on status of the Multi-County Goods Movement Action Plan, air quality implications of goods movement strategies, status of goods movement initiatives with state and federal agencies, and status of potential projects to be considered for allocations from the Trade Corridor Improvement Fund under Proposition 1B.
 - 2) Adopt the "reversible managed lane" alternative for purposes of near-term project development guidance for interchanges along Interstate 15 **Ty Schuiling**

Subregional Transportation Planning & Programming Programs**5. City of Rialto Project Advancement Agreement Pg. 25**

1. Approve Project Advancement Cooperative Agreement C07170 with the City of Rialto for the I-10/Riverside Avenue Interchange Project with an extended construction start date of January 1, 2009.
2. Provide direction to staff on continuation of the Project Advancement strategy to future projects that begin construction after the January 1, 2008 deadline.

This item will be reviewed by the Plans and Programs Policy Committee on March 21, 2007. This agreement has been reviewed by Counsel.

6. Award of Transportation Development Act Funds (TDA) Article 3 for Transit Stops Access and Bicycle and Pedestrian Projects Pg. 38

Approve the award of TDA Article 3 funds for Transit Stop Access and Bicycle and Pedestrian Projects outlined in Attachments A & B totaling \$4,295,543 as identified in the Financial Impact Section. Victoria Baker

7. Congestion Management Program (CMP) Monitoring Requirements Pg. 44

Approve recommended changes to the CMP Monitoring Requirements
Steve Smith

8. Measure I 2010-2040 Strategic Plan Policies on the Valley Freeway Interchange Program Pg. 46

Receive updated information on draft Measure I 2010-2040 Strategic Plan Policies on the Valley Freeway Interchange Program. Andrea Zureick

Transportation Program & Fund Administration Program**9. National Environmental Policy Act (NEPA) Delegation Pilot Program Pg. 64**

1. Authorize the Executive Director to sign a Letter of Agreement (C07206) with the California Department of Transportation (Caltrans) to participate in the NEPA Delegation Pilot Program.
2. Contribute \$104,617 of federal Regional Surface Transportation Program (RSTP) funds to Caltrans for implementation of the NEPA Delegation Pilot Program. **Andrea Zureick**

This item will be reviewed by the Mountain/Desert Committee on March 16, 2007, and the Plans and Programs Policy Committee on March 21, 2007.

10. Proposed Fiscal Year 2007/2008 Draft Budget for Planning and Programming Pg. 74

Approve Fiscal Year 2007/2008 Draft Budget for Planning and Programming **Ty Schuiling**

Public Comments

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

11. Additional Items from Committee Members
12. Brief Comments by General Public
13. Acronym List

Pg. 180

ADJOURNMENT

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276 and ask for Joanne Cook.

The next Plans and Programs Meeting
is April 18, 2007.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: March 21, 2006

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board of Directors may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
N/A	N/A	N/A	N/A

Financial Impact: This item has no direct impact on the 2006/2007 Budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and policy committee members.

Responsibility Staff: Ty Schuiling, Director of Planning and Programming

	<p><i>Approved</i></p> <p><i>Plans and Programs Committee</i></p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>
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AGENDA ITEM: 2

PLANS AND PROGRAMS POLICY COMMITTEE ATTENDANCE - 2006

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
EAST VALLEY												
Richard Riddell	X	X	X	X	X	X	X	Cancelled	X	X	X	X
Bea Cortes								Cancelled	X		X	X
Larry McCallon				X	X		X	Cancelled	X	X		X
WEST VALLEY												
Paul Eaton Chair	X		X	X	X	X	X	Cancelled	X	X	X	X
Mark Nuaimi	X		X					Cancelled	X	X	X	X
Diane Williams	X	X	X	X	X	X	X	Cancelled	X	X	X	X
MT/DESERT												
Kevin Cole	X	X	X	X	X		X	Cancelled	X	X	X	X
Paul Cook	X	X	X		X			Cancelled	X	X		
Jim Lindley	X	X	X	X	X	X	X	Cancelled		X	X	
SAN BERNARDINO COUNTY												
Gary Ovitt	X	X		X				Cancelled	X			
Josie Gonzales	X	X	X		X		X	Cancelled	X	X		X
Dennis Hansberger	X		X	X			X	Cancelled	X	X	X	X
Paul Biane	X	X	X	X			X	Cancelled		X	X	
Bill Postmus		X	X	X				Cancelled	X	X		

X - indicates member attended the meeting.
 Crossed out box indicates member was not on the committee as of that month.
 Empty box indicates committee members did not attend the meeting in that month.

AGENDA ITEM: 2

PLANS AND PROGRAMS POLICY COMMITTEE ATTENDANCE - 2007

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
EAST VALLEY												
Richard Riddell	X											
Bea Cortes	X	X										
Larry McCallon	X	X										
WEST VALLEY												
Paul Eaton Chair		X										
Mark Nuaimi	X	X										
Diane Williams	X	X										
MT/DESERT												
Kevin Cole	X											
Rick Roelle	X	X										
Chad Mayes		X										
SAN BERNARDINO COUNTY												
Gary Ovitt	X											
Josie Gonzales	X											
Dennis Hansberger	X											
Paul Biane	X											
Brad Mitzelfelt	X											

X - indicates member attended the meeting.

Crossed out box indicates member was not on the committee as of that month.

Empty box indicates committee members did not attend the meeting in that month.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: March 21, 2007

Subject: Funding Agreement with Riverside County Transportation Commission (RCTC), Orange County Transportation Authority (OCTA), Los Angeles County Metropolitan Transportation Authority (LACMTA) to provide the local match for a Caltrans Environmental Justice Context Sensitive Planning Grant.

- Recommendation:***
1. Approve Contract No. 07207 with RCTC, OCTA, LACMTA to provide \$6,000 in local match for a Caltrans Environmental Justice Context Sensitive Planning Grant.
 2. Approve budget amendment to the SANBAG 2006/07 fiscal year budget to increase Task No. 11107000, Freight Movement, for the Environmental - Goods Movement Funding Agreement by \$6,000, as detailed in the Financial Impact Section.

Background: SANBAG staff is participating at both technical and management levels in the development of a Multi-County Goods Movement Action Plan (Action Plan) for Southern California. The Action Plan will ultimately reflect regional agreement on a phased strategy to maintain mobility for freight movement to, from, and within Southern California, and also will determine how best to minimize the impacts of freight movement on local communities, the existing transportation system, and the environment.

Approved
Plans & Programs Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Caltrans awarded RCTC an Environmental Justice Context Sensitive Planning Grant to identify potential solutions to the community impacts of goods movement in greater depth than otherwise would be possible with the funding available in the Action Plan. The grant will be used to establish a framework for addressing environmental justice issues as the issues relate to the impact of goods movement projects on sensitive communities throughout a five county study area in Southern California. Phase I of this effort will identify best practices and/or solutions that support community based approaches to addressing the impact of goods movement on local communities. The work will also identify and quantify the costs associated with economic, environmental and health impacts associated with goods movement and the benefits associated with reducing those impacts for a five-county study area. The study area will encompass Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. This work will be administered by the Riverside County Transportation Commission (RCTC) and will supplement the efforts of the ongoing Multi-County Goods Movement Action Plan contract being administered by the Los Angeles County Metropolitan Transportation Authority within the same study area. The Scope of Work for the project is structured to spread the review of community impacts among the participating counties and to develop a consistent and cost-effective set of strategies that will demonstrate how communities may be able to avoid, minimize, and/or mitigate the localized impacts of goods movement activities.

Overall, the project will use a combination of environmental justice impact analysis and targeted community outreach to assure that the regional goods movement strategy developed for the Multi-County Goods Movement Action Plan addresses the impacts of goods movement on minority and low-income communities. Specific activities to be conducted include:

- ▶ Identify low-income and minority populations in the study area.
- ▶ Conduct initial analysis of environmental justice impacts.
- ▶ Identify strategies that may be appropriate for lessening the impacts of goods movement activities on minority and low-income communities.
- ▶ Convene Community Feedback Groups, present analysis results, and review potential strategies.
- ▶ Refine analysis of impacts and potential strategies for impact mitigation.
- ▶ Issue summary report and guidebook for local jurisdictions.
- ▶ Conduct final round of Community Dialogue meetings to disseminate Final Report and Guidebook.

The SANBAG Board previously approved participation in a multi-county Environmental Justice grant for goods movement in November, 2004 in the event the grant was awarded. The funding agreement being approved in the current agenda item is based on a subsequent grant application through RCTC. The prior grant application (in 2004) was through MTA and was not awarded. An amendment of \$6,000 is requested for the FY 2006/2007 budget to cover SANBAG's share of the matching amount.

Financial Impact: The financial impact of this item is \$6,000, which is not currently included in the adopted FY 2006/07 budget. A budget amendment is requested to increase the amount of Task No. 11107000, to fund the Environmental Justice Goods Movement Funding Agreement. The funding source for the budget amendment is unprogrammed Valley Measure I TMEE.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on March 21, 2007. This item has been submitted for review by Counsel.

Responsible Staff: Ryan Graham, Transportation Planning Specialist
Steve Smith, Principal Transportation Analyst

SANBAG Contract No. 07-207

by and between

San Bernardino Associated Governments

and

Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission

for

Environmental Justice Goods Movement Funding Agreement

FOR ACCOUNTING PURPOSES ONLY				
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID <u>RCTC</u>	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment	
Notes:				
Original Contract: \$ <u>6,000</u>		Previous Amendments Total: \$ _____		
Contingency Amount: \$ <u>0</u>		Previous Amendments Contingency Total: \$ _____		
		Current Amendment: \$ _____		
		Current Amendment Contingency: \$ _____		
Contingency Amount requires specific authorization by Task Manager prior to release.				
Contract TOTAL →				\$ 6,000
↓ Please include funding allocation for the original contract or the amendment.				
Task	Cost Code	Funding Sources	Grant ID	Amounts
<u>11107000</u>	<u>5011</u>	<u>TMEE</u>	_____	\$ <u>6,000</u>
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
Original Board Approved Contract Date: <u>April 4, 2007</u> Contract Start: <u>April 4, 2007</u> Contract End: _____				
New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____				
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →		\$ _____
Is this consistent with the adopted budget? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				
If yes, which Task includes budget authority? _____				
If no, has the budget amendment been submitted? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input checked="" type="checkbox"/> Intergovernmental <input type="checkbox"/> Private <input type="checkbox"/> Non-Local <input type="checkbox"/> Local <input type="checkbox"/> Partly Local				
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: Ty Schuiling			Contract Manager: Steve Smith	

Task Manager Signature

Date

Ty Schuiling 3/15/07
 Chief Financial Officer Signature Date

Contract Manager Signature

Date

Steve Smith 3/15/07
 Contract Manager Signature Date

EXHIBIT A

STATEMENT OF WORK

OVERVIEW

The ability to efficiently move freight/goods throughout Southern California's transportation network is crucial to the mobility and economic vitality of the region, the state and the nation. However, accommodating freight/goods movement traffic without adequately addressing disproportional impacts on local communities is no longer acceptable. Over the years, freight movement and related activities have resulted in a substantial increase in the number of trucks traversing local arterials and highways, community and environmental impacts, air quality impacts and related health effects and incompatible industrial and residential landuses. Without a plan to address these issues traffic operations will continue to deteriorate and local community impacts will continue to rise, further exposing sensitive groups to environmental justice issues. As such, the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura have agreed to work in conjunction with community groups to prepare a report and guide book that addresses multi-county goods movement environmental justice issues.

The work described below will establish a framework for addressing environmental justice issues as it relates to the impact of goods movement projects on sensitive communities throughout a five county study area in Southern California. Phase I of this effort will identify best practices and/or solutions that support community based approaches to addressing the disproportional impact of goods movement on local communities. This work will also identify and quantify the costs associated with economic, environmental and health impacts associated with goods movement and the benefits associated with reducing those impacts for a five county study area. The study area will encompass Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. This work will be administered by the Riverside County Transportation Commission (RCTC) and will supplement the efforts of the ongoing Multi-County Goods Movement Action Plan contract (MCGMAP) that is being administered by the Los Angeles County Metropolitan Transportation Authority (LACMTA) within the same study area. This Scope of Work will follow the same agency management oversight as the Action Plan contract.

The Action Plan process is guided by a Project Management Team consisting of executive level staff from the partner agencies that include LACMTA, Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), Ventura County Transportation Commission (VCTC), Caltrans Districts 7, 8, 11 and 12, and Southern California Association of Governments (SCAG). The Project Management Team reports to the CEO's of the partner agencies. The detailed work of the Action Plan contract is performed by the Consultant (Wilbur Smith & Associates) and the oversight is the responsibility of a Technical Advisory Committee (TAC) that is comprised of planning staff from the partner agencies. The TAC reports to the Project Management Team.

A Multi-County Environmental Justice Goods Movement Technical Advisory Committee ("the EJGM TAC") will be established to monitor and guide this effort. The EJGM TAC will consist of representatives from Community Feedback Groups, in addition to the Action Plan TAC members referenced above. The Community Feedback Groups will represent a broad cross section of stakeholders that may include, but will not be limited to, regional or locally based community groups, environmental groups, health organizations, homeowner associations, neighborhood groups, academia, church organizations and other organized groups. In many areas of potential impact, organized groups with an interest in goods movement activities may already exist.

Agency staff from LACMTA, OCTA, RCTC, SANBAG and VCTC will be responsible for all community relations within their respective counties. This staff will be the focal point for all contact with stakeholders and community groups within their respective counties. Agency staff and the Consultant will identify members of Community Feedback Groups. At least one representative from each Community Feedback Group will be nominated (or selected by agency staff) to participate in the EJGM TAC meetings. The RCTC Project Manager and Consultant will work closely with the above referenced agency staff to facilitate the development of at least one Community Feedback Group in each county.

Some of the technical work (e.g. freight demand analysis, system performance analysis economic, environmental and community impact analysis, mitigation measures and action plan development) performed by Wilbur Smith & Associates will be completed prior to the start of this contract. Therefore, to ensure that Environmental Justice is fully and appropriately addressed in the regional goods movement planning process, the results of the tasks described below will be appended to the Action Plan and integrated into its implementation phase.

This work will result in a final Summary Report and Guidebook for Local Jurisdictions and other decision makers responsible for addressing goods movement impacts within the study area. The depth and breadth of the Consultant's knowledge of goods movement issues in terms of environmental justice impacts (including related health impacts) will be particularly useful throughout this effort.

This 12 month effort will commence after the Consultant is issued the Notice to Proceed. When future funding becomes available, subsequent phases of this effort will focus on the development of an implementation strategy and schedule, a program of prioritized projects and/or mitigation strategies and potential funding sources.

TASKS TO BE PERFORMED

Task 1. Project Management / Coordination / Administration

This task includes the project management function including the requirements for meetings, schedules, progress reports, invoicing, and administration of the project.

Project Staffing

The consultant Project Manager shall be responsible for the overall and daily management of the project for the consultant team. The Project Manager will ensure the timely and integrated production of all study work tasks. Due to the importance of consistent project

management, the individual nominated by the consultant team to be Project Manager must commit to that role for the duration of the project. RCTC will consider the unauthorized removal or substitution of the Project Manager as grounds for termination of the contract.

Project Management and Control

All work should be completed within twelve (12) months after the Notice to Proceed, in order to allow for timely and informed decision-making by the Commission. Within 30 days after award of the Contract, the Project Manager shall prepare a detailed project budget, schedule, and project management plan to include all of the tasks described in the Scope of Work. The Project schedule will include all activities by work task, start dates, activity durations, product submittal dates, relationships among work tasks, and float time. The schedule shall account for interface with, and review by, RCTC. The project budget and schedule will be reviewed and approved by the RCTC Project Manager and shall be regarded as the baseline against which project status and progress is measured and reported.

The consultant Project Manager shall communicate and coordinate in a timely manner all work and progress on the project with the RCTC Project Manager. Coordination and administration for the project shall include, but is not limited, to the following:

Monthly Progress Reports and Invoices

At the end of each month, the Consultant shall report the progress of the study. Progress shall be based on percent complete by task and overall. The narrative portion of the monthly Progress Report shall describe overall progress of the work, discuss significant problems and present proposed corrective action and show the status of major changes. Monthly Progress Reports must accompany invoices.

All scheduled tasks will be updated to reflect current percent. If the latest completion time for a significant work item does not fall within the time allowed by the original Project Master Schedule, the sequence of work and/or duration shall be revised by the Consultant through concurrent operations, additional staffing or overtime, until the resultant schedule indicates that all significant project completion dates will be met. If during the course of the work, the Consultant falls behind in overall performance in accordance with the current schedule, a project management meeting will be called to determine the cause. Depending on the frequency of occurrence that performance falls behind expectations, either a conference call or meeting will take place to discuss the cause of slowed progress. If cause is found to be due to Consultant performance, payment to Consultant may be withheld pending the submittal of an action plan outlining the steps which will be taken to correct the identified delay (s).

Meetings and Meeting Minutes

In general monthly progress meetings will be held at RCTC offices or downtown Los Angeles. Meeting minutes will be prepared by the Consultant Project Manager and submitted for review to the RCTC Project Manager within five days of the progress meeting.

The Consultant will, during the course of the study, meet with relevant MCGMAP TAC members involved with public outreach. These meetings must be coordinated through the RCTC Project Manager. Generally, the Consultant will only meet with outside agencies after securing authorization from RCTC and in the presence of RCTC staff. For budgeting

purposes, the Consultant should assume 12 monthly progress meetings with the EJGM TAC. The number of external agency outreach meetings or community meetings will be determined after Community Feedback Groups have been established, however it is anticipated that there will be at least 10 meetings per county.

The MCGMAP TAC will work with the consultant team at significant milestones. Participants in the Multi-County Environmental Justice Goods Movement Technical Advisory Committee (EJGM TAC) include representatives from RCTC, SANBAG, Caltrans, LACMTA, OCTA, VCTC, SCAG and the Community Feedback Groups. At least one representative from each Community Feedback Group will be nominated (or selected by agency staff) to participate in the EJGM TAC meetings.

Deliverable Products:	Monthly Progress Reports (accompanied by invoices) Project Budget, Schedule, and project management plan Meetings and other intergovernmental meetings Meeting minutes for project meetings Final documents shall also be provided in .PDF format and include original electronic files
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Task 2. Develop selection criteria and identify specific target communities in the study area.

In assessing the environmental justice implications of the Regional Transportation Plan, SCAG has developed extensive socioeconomic data sets for 2000 and the Plan horizon year of 2030. Variables developed include population and households by:

- income quintile
- 100%, 150%, and 200% of poverty level
- six categories of race or ethnicity
- age (over or under 65)
- disability.

In consultation with the EJGM TAC, the Consultant will use SCAG's socioeconomic data sets to identify specific communities based on a selection criteria that is to be developed by the consultant team and approved by the EJGM TAC. Supplemental data may include data from school districts, public health and social service agencies. The criteria will facilitate the identification of specific communities likely to be impacted by regional goods movement infrastructure and investment decisions. The Consultant will develop maps along with the potential locations of goods movement infrastructure projects and impact areas. Based on these maps and criteria approved by the EJGM TAC, it is likely that many communities will be identified as "impact-sensitive", and the Consultant will recommend at least one of these impact-sensitive communities per county for the formation of Community Feedback Groups that may serve as prototype communities for inclusion in the Guidebook (Task 6) to assist in broader community analyses as future resources become available. The Consultant will conduct a literature search to gather other relevant data to document and properly assess environmental justice issues (including health impacts) identified in Task 3.

Deliverable Products:	Maps showing EJ populations, potential project locations; preliminary recommended areas for
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Task 3. Conduct analysis of environmental justice impacts.

Based on the socioeconomic data sets for 2000 and 2030 and other relevant data sources that include, but will not be limited to, technical memorandums from the Multi-County Goods Movement Action Plan, the Consultant will use previously developed and new methodologies as applicable to estimate the impacts of proposed goods movement projects. The following specific measures will be addressed:

- Air emissions benefits or impacts
- Noise benefits or impacts
- Congestion reduction benefits
- Economic benefits or impacts
- Visual impacts
- Health impacts

The Consultant will analyze health risk assessments and methodologies, and identify criteria used to measure the health impact of goods movement activities. Consultant will also provide cost estimates for each criterion selected.

Deliverable Products:	Technical memorandum summarizing results of initial analysis of impacts and benefits of proposed projects for impacted communities
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Task 4. Identify strategies that may be appropriate for lessening the impacts of goods movement activities on minority and low-income communities.

Working with the EJGM TAC, the Consultant will define a set of strategies or "good practices" that individual jurisdictions (and other public sector stakeholders and decision-makers), transportation agencies, and the private sector can use to diminish the potential negative consequences of goods movement infrastructure projects and industrial or manufacturing development. Examples may include: land use and traffic planning principles for industrial and manufacturing development (e.g. buffering, site layout, landscaping, circulation, lighting, clustering, special requirements for truck terminals and truck stops, etc.); noise mitigation techniques; visual mitigation techniques; truck routing regulations; approaches to reduce localized air quality problems, etc, that are outlined in the Action Plan but may need further refinement. In developing strategies the Consultant is encouraged to utilize input from community groups, health organizations and air quality organizations that have been received in the course of other studies.

Deliverable Products:	Technical memorandum containing a list of strategies for reducing the impacts of goods movement on local communities
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Task 5. Convene Community Feedback Groups, present analysis results, and review potential strategies.

With support from the Consultant, the EJGM TAC members will hold a set of initial meetings with identified Community Feedback Groups to present analysis results from Task 2 and to discuss local concerns about goods movement system impacts and potential benefits. The groups will also be asked to provide feedback on the strategies developed in Task 3 for reducing the impacts of goods movement. Each case study setting will be used to test the potential benefits, viability, and practicality of the strategies identified in Task 3. Depending on the level of community concern, additional meetings will be held as needed to identify an acceptable approach and/or mitigation strategy for the community. It is anticipated that there will be no more than 10 initial meetings.

The EJGM TAC will be responsible for the following:

- Arranging the meeting venue, including providing the appropriate provisions for ADA accessibility, translation services and other communication equipment, if necessary;
- Coordinating with the Consultant to post relevant information on the Action Plan website, or project website

The Consultant will be responsible for the following:

- Facilitating the meetings, leading the discussion on agenda items and engaging participants to ensure productive discussions;
- Making presentations and preparing appropriate handout material as directed by the EJGM TAC;
- Preparing meeting notices, agendas, minutes/notes and action items;
- Documenting feedback from the groups, summarizing and synthesizing comments from the groups and compiling comments from the groups; and
- Emailing/mailling groups, distributing copies of meeting material to groups and providing information for posting on the Action Plan website, or project website as directed by the EJGM TAC.

Deliverable Products: Agendas and meeting notes from meetings with Community Feedback Groups.

Task 6. Refine analysis of impacts and potential strategies for impact mitigation based on community input.

Based on feedback and suggestions from the Community Feedback Groups and the EJGM TAC, the Consultant will refine the impact analysis to incorporate other methodologies or performance measures. The potential strategies to reduce impact will also be updated based on community feedback and changes in project implementation plans.

Deliverable Products: Revised technical memoranda from Task 3 (impact analysis) and Task 4 (strategies for impact reduction).

Task 7. Issue summary report and guidebook for local jurisdictions.

The Consultant will compile findings from the foregoing tasks into a Summary Report that presents the analysis and describes the communication process and results from each of the Community Feedback Groups. The Consultant will also prepare a guidebook for Local Jurisdictions that includes a final list and description of strategies for potential use in reducing the impacts of goods movement on communities within the study area.

Task 7.1 Prepare Work Products

Work products should be presentable in both color and black and white to facilitate duplication and distribution of this information to community groups. The Consultant shall prepare an executive summary with appropriate graphic aides and charts for the Summary Report and the Guidebook. Key information should be placed in the body of the report and guide book as well as in the executive summary. Voluminous reports are not desired. The Summary Report will document and address the issues unique to each county, if any. The report will also contain sections specific to each county that can be easily integrated into county-level transportation plans. The Consultant should anticipate making 10 color copies of the Final Report and Guidebook. The Consultant shall also provide the EJGM TAC with an acceptable electronic format/ media (i.e., cd rom, etc.) of the Final Report and Guidebook at the option of the EJGM TAC members.

Deliverable Products:	Draft and Final Summary Report and Guidebook for Local Jurisdictions
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Task 8. Conduct final round of Community Feedback meetings to disseminate Final Report and Guidebook.

With support from the consultant, the EJGM TAC members will hold a final round of meetings with Community Feedback Groups to present and disseminate results.

Deliverable Products:	Meeting agendas and meeting notes from meetings with Community Feedback Groups.
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EXHIBIT B
AGENCY CONTRIBUTIONS

AGENCY	TOTAL CONTRIBUTION	PERCENT CONTRIBUTE D	NOTES
CALTRANS	\$200,000	88%	\$200,000 EJ Grant
LACMTA	\$6,000	3%	Local Match for \$200,000
OCTA	\$6,000	3%	Local Match for \$200,000
RCTC	\$6,000	3%	Local Match for \$200,000
SANBAG	\$6,000	3%	Local Match for \$200,000
TOTAL	\$224,000	100%	

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: March 21, 2007

Subject: Update on goods movement initiatives affecting San Bernardino County

Recommendation:* 1) Receive report on status of the Multi-County Goods Movement Action Plan, air quality implications of goods movement strategies, status of goods movement initiatives with state and federal agencies, and status of potential projects to be considered for allocations from the Trade Corridor Improvement Fund under Proposition 1B.

2) Adopt the "reversible managed lane" alternative for purposes of near-term project development guidance for interchanges along Interstate 15

Background: SANBAG staff is working on goods movement initiatives on multiple fronts. A progress update on these initiatives will be provided as part of this agenda item. Background on each of the issues is provided below.

- **Key issues emerging from the Multi-County Goods Movement Action Plan (MCGMAP).** SANBAG staff has been working on the MCGMAP with partner agencies in the SCAG region for over two years. The purpose of the effort is to develop a regional consensus on the future landside goods movement system, consistent with timely attainment of clean air standards, and key goods movement actions toward implementation. In addition, county-level elements of the plan are being prepared for each county in the

*

Approved
Plans and Programs Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

region, including San Bernardino. The MCGMAP draft final report is scheduled to be released in late April, 2007. Recommendations will focus on how to accommodate the projected growth in freight over the next 30 years, how to mitigate the environmental and community impacts of goods movement, how to accelerate the reduction in emissions from existing and future goods movement activities in support of attainment for PM2.5 and ozone, and how to fund the investments needed to accomplish the above. The emerging strategy contemplates inland ports, served by high speed dedicated freight movement corridors. Products include a comprehensive list of goods movement projects, possibly including dedicated truck lanes.

- **Recommended adoption of the “reversible managed lane” alternative for purposes of near-term project development guidance for interchanges along Interstate 15.** The SANBAG Board approved the recommendations in the I-15 Comprehensive Corridor Study in February, 2006. The Board endorsed two alternatives (dedicated truck lanes and reversible managed lanes) forward for further consideration, pending the completion of the analysis of dedicated truck lanes in the MCGMAP. Although the MCGMAP draft final report has not been released, enough is known about the analysis to conclude that the dedicated truck lane alternative for the I-15 will require an extraordinary infusion of private/user fee dollars in order to be financially feasible. Measure I 2010-2040 contains no right-of-way or construction dollars for dedicated truck lanes on I-15, and the financial feasibility of dedicated truck lanes has yet to be demonstrated. On the other hand, the reversible managed lanes for mixed flow traffic from SR-210 to US-395 has considerable potential for private funding and could realistically be under construction before year 2020.

Several interchange project development activities are underway on I-15 between SR-210 and US-395. The most immediate are the Ranchero Road interchange in Hesperia and the I-15/I-215 interchange in Devore. Indecision on dedicated truck lanes vs. reversible managed lanes could delay these projects and possibly affect their cost. In addition, simply assuming that dedicated truck lanes will be built in this corridor would have direct financial implications, and possibly affect the type of environmental documents anticipated on these interchange projects. In light of this, SANBAG staff recommends adopting the reversible managed lane alternative for purposes of near-term project development guidance for interchanges along Interstate 15. In addition to the managed lanes between SR-210 and US-395, this includes provision of an ultimate 5 mixed flow plus 1 HOV lane in each direction south of SR-210 and 4 mixed flow plus 1 HOV lane north of US-395. If dedicated

truck lanes are later determined to be financially feasible, the lead agency(ies) developing that project will need to determine how to integrate the truck lanes into the I-15 cross-section that will exist at that time for each of the interchanges.

- **Air quality implications of goods movement initiatives as they relate to the 2007 Air Quality Management Plan and the emission budget contained in the State Implementation Plan (SIP) for air quality.** A verbal update will be provided on these issues.
- **Relationship of the above to the Trade Corridor Improvement Fund (TCIF) under Proposition 1B.** Allocation of TCIF dollars is now projected to occur in the second half of fiscal year 2007/2008 according to recent information published on the California Transportation Commission website. A working group has been selected at the state level to develop guidelines for allocation of TCIF dollars. SANBAG is a member of the working group, which will have its first meeting on March 16, 2007. A draft comprehensive list of goods movement projects for San Bernardino County was provided to the Plans and Programs Committee at its January, 2007 meeting for purposes of inclusion in the MCGMAP. It is anticipated that projects to receive TCIF funds will be drawn from that project list. A verbal report will be provided at the PPC meeting on the results of the first TCIF working group meeting.
- **Memorandum of Understanding (MOU) on goods movement with state and federal agencies.** An MOU has been under negotiation with state and federal agencies to establish of a process through which those agencies would share responsibility and work collaboratively with the Southern California transportation agencies to address the infrastructure needs, environmental effects, and community impacts of increasing goods movement through Southern California. A version of this MOU was approved by the SANBAG Board in October, 2006. Since that time, additional modifications have been made to the MOU as a result of input from federal partners. Although the central purpose and intent of the MOU have not changed, the possibility for additional modifications exists. An update will be provided at the PPC meeting on the status of the MOU and SANBAG's work with agency partners to finalize the MOU. The final revised MOU will be brought to the PPC for approval at a future meeting.

Financial Impact: This item is consistent with the approved Fiscal Year 2006-2007 SANBAG Budget.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on March 21, 2007.

Responsible Staff: Ty Schuiling, Director of Planning and Programming
Steve Smith, Principal Transportation Analyst

Minute Action

AGENDA ITEM: 5

Date: March 21, 2007

Subject: City of Rialto Project Advancement Agreement

Recommendation:*

1. Approve Project Advancement Cooperative Agreement C07170 with the City of Rialto for the I-10/Riverside Avenue Interchange Project with an extended construction start date of January 1, 2009.
2. Provide direction to staff on continuation of the Project Advancement strategy to future projects that begin construction after the January 1, 2008 deadline.

Background:

A strategy to advance SANBAG Nexus Study interchange, arterial, and grade separation projects to construction prior to the availability of Measure I 2010-2040 revenues was approved by the Board in December 2005. A model interagency agreement to implement the program was approved by the Board in April 2005.

The City of Rialto has approved the attached Cooperative Agreement for the I-10/Riverside Avenue Interchange project and is requesting approval by the Authority. The agreement commits the Authority to reimbursement of up to \$18,834,581 in Measure I 2010-2040 revenues dedicated to Interchange Projects. The reimbursement schedule will be determined by the Measure I 2010-2040 Strategic Plan.

The City of Rialto has requested that the January 1, 2008, deadline for start of construction that was established for project advancement projects be extended to

Approved
Plans and Programs Policy Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

January 1, 2009. While it may have been possible for the City to meet the January 1, 2008, construction deadline with a three-phase construction strategy, the extended deadline will allow the City to pursue a one-phase construction strategy that is estimated to reduce the construction phase by nine months resulting in fewer disruptions to the traveling public. Even with the extended deadline, construction under the one-phase strategy is expected to be complete one month prior to the three-phase strategy.

This commitment represents 3.8 percent of the Measure I revenue dedicated to Interchange Projects. When considered with all Interchange advancement agreements approved to date, the agreements represent 6 percent of the total Measure I revenue dedicated to these projects. Table 1 summarizes these commitments as well as other project advancement agreements that have been approved since development of this program.

Financial Impact: The agreement commits the Authority to reimbursement of up to \$18,834,581 in Measure I 2010-2040 revenues dedicated to Interchange Projects. The reimbursement schedule will be determined by the Measure I 2010-2040 Strategic Plan.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on March 21, 2007. This agreement has been reviewed by Counsel.

Responsible Staff: Andrea Zureick, Senior Transportation Analyst
Ty Schuiling, Director of Planning and Programming

SANBAG Contract No. C07170

by and between

San Bernardino County Transportation Authority

and

City of Rialto

for

I-10/Riverside Avenue Interchange Project

FOR ACCOUNTING PURPOSES ONLY

<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment
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Notes: This is a Measure I 2010-2040 Project Advancement Agreement with reimbursement schedule to be determined through the Measure I 2010-2040 Strategic Plan

Original Contract: \$ <u>18,834,581</u>	Previous Amendments Total: \$ _____
	Previous Amendments Contingency Total: \$ _____
	Current Amendment: \$ _____
Contingency Amount: \$ _____	Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 10,245,502

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
TBD - See note above	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: <u>4/4/07</u>	Contract Start: <u>4/4/07</u>	Contract End: <u>TBD</u>
New Amend. Approval (Board) Date: _____	Amend. Start: _____	Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
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Is this consistent with the adopted budget? ☒ Yes ☐ No

If yes, which Task includes budget authority? N/A

If no, has the budget amendment been submitted? ☐ Yes ☐ No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☒ Intergovernmental
 ☐ Private
 ☐ Non-Local
 ☐ Local
 ☐ Partly Local

Disadvantaged Business Enterprise: ☐ No ☐ Yes _____ %

Task Manager: Ty Schuiling	Contract Manager: Andrea Zureick
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Task Manager Signature _____	Date _____	Contract Manager Signature _____	Date _____
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Chief Financial Officer Signature _____ Date _____

Filename: C07170

**COOPERATIVE AGREEMENT NO. C07170
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
AND
CITY OF RIALTO
FOR
I-10 / RIVERSIDE AVENUE INTERCHANGE**

THIS AGREEMENT is made and entered into this February 20th day of 2007 by and between the San Bernardino County Transportation Authority (hereinafter referred to as "SANBAG") and the City of Rialto (hereinafter referred to as "CITY").

WITNESSETH

WHEREAS, the SANBAG Nexus Study and the Measure I 2010-2040 Expenditure Plan identified freeway interchange, major street, and railroad grade separation projects eligible for partial funding from Measure I 2010-2040 revenues; and

WHEREAS, CITY wishes to begin construction of the I-10/Riverside Avenue Interchange (hereinafter referred to as the "PROJECT") by January 1, 2009; and

WHEREAS, SANBAG has determined that this PROJECT is defined within the SANBAG Nexus Study within the urban areas of the county or the Measure I 2010-2040 Expenditure Plan within the non-urban areas of the county; and

WHEREAS, since revenue from Measure I 2010-2040 will not be available until 2010 or later, CITY desires to use its own local (non-SANBAG) funds to construct the PROJECT at this time; and

WHEREAS, SANBAG and CITY are entering into this Agreement that will allow CITY to use funds not contributed or allocated by SANBAG to implement the PROJECT immediately with the understanding that SANBAG will reimburse CITY for eligible PROJECT expenditures at a later date with Measure I 2010-2040 revenue and in accordance with the reimbursement schedule established in the Measure I 2010-2040 Strategic Plan.

NOW, THEREFORE, SANBAG and CITY agree to the following:

SECTION I

SANBAG AGREES:

1. To reimburse CITY for those eligible PROJECT expenses that are incurred by CITY for the PROJECT-specific work activities, as set forth in Attachment A to this Agreement. Said reimbursement amount shall not exceed the percentage of actual cost as set forth in the SANBAG Nexus Study, up to \$18,834,581. The SANBAG Nexus Study states an actual cost of \$30,400,000. In the event that the project cost is lower, the reimbursement percentage shall apply. In this event, the reimbursement shall be calculated as follows:
 - a. Subtract \$1,600,000 in Federal Highway Administration High Priority Grant funds from the actual cost, as documented following the procedures outlined in SECTION II below;
 - b. Subtract \$2,857,050 in Federal Highway Administration Interstate Maintenance Discretionary Grant funds from the actual cost, as documented following the procedures outlined in SECTION II below;
 - c. Multiply the result by the reimbursement percentage (72.6%, from the SANBAG Development Mitigation Nexus Study, 2005)

In the event that all or a portion of the Federal Highway Administration grant funds identified above are not available for application to this project, the reimbursement amount shall be recalculated to reflect the change in federal transportation funding. In the event that additional Federal Highway Administration grant funds are applied to this project (in addition to the grant listed above) the reimbursement amount shall be recalculated to reflect the change in federal transportation funding.

These calculations are based on the principles contained in Chapter 4, Section 4B of the 2005 Congestion Management Program prepared by the San Bernardino County Congestion Management Agency (CMA), adopted by the CMA in November, 2005. The two pertinent principles are:

- Federal or state appropriations from transportation sources for specific projects will reduce the project costs, not just reduce the required developer mitigation. The percentage share of the remaining project costs allocated to development and other sources will remain the same.
- Funds generated by local jurisdictions from non-transportation sources (federal, state or other) will be eligible for credit against local fair-share development contributions. In addition, SANBAG may permit the use of transportation dollars (federal or state appropriations) as a credit against local fair-share development contributions on an exception basis, when the local jurisdiction shows that such transportation dollars are net "new" dollars to the regional transportation system.

2. To reimburse CITY, subject to Article 1 of this Section I, in accordance with the reimbursement terms set forth in the Measure I 2010-2040 Strategic Plan and after CITY submits to SANBAG an original and two copies of the signed invoices in the proper form covering those actual allowable PROJECT expenditures that were incurred by CITY.
3. When conducting an audit of the costs claimed under the provisions of this Agreement, to rely to the maximum extent possible on any prior audit of CITY performed pursuant to the provisions of state and federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to SANBAG when planning and conducting additional audits.

SECTION II

CITY AGREES:

1. Subject to Article 1 of Section I, that only eligible PROJECT-specific work activities, as set forth in Attachment A to this Agreement, which are for transportation purposes that conform to the SANBAG Nexus Study and/or the Measure I 2010-2040 Expenditure Plan, will be eligible for future Measure I 2010-2040 reimbursement. CITY agrees that for work it will later claim reimbursement hereunder, it will only undertake eligible PROJECT-specific work activities.
2. To abide by all State and, if applicable, federal policies and procedures pertaining to the PROJECT.
3. After completion of the PROJECT, to prepare and submit to SANBAG an original and two copies of signed invoices for subsequent reimbursement of those eligible PROJECT expenses. CITY further agrees and understands that SANBAG will not reimburse CITY for a) any PROJECT expenditures that are not described in the PROJECT-specific work activities and/or b) any PROJECT expenditures that occur prior to the date of execution of this Agreement.
4. If Measure I 2010-2040 reimbursement funds are received by CITY, to repay to SANBAG any costs that are determined by subsequent audit to be unallowable within thirty (30) days of CITY receiving notice of audit findings. Should CITY fail to reimburse moneys due SANBAG within (30) days of demand, or within such other period as may be agreed between both parties hereto, SANBAG reserves the right to withhold future payments due CITY from any source under SANBAG's control.
5. To maintain all source documents, books and records connected with its performance under this Agreement for a minimum of five (5) years from the

date of the Final Report of Expenditures submittal to SANBAG or until audit resolution is achieved and to make all such supporting information available for inspection and audit by representatives of SANBAG. Copies will be made and furnished by CITY upon request, but in no case less than five (5) years from the date of final reimbursement payment, if said reimbursement occurs under this Agreement.

6. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support CITY request for reimbursement, payment vouchers, or invoices which segregate and accumulate costs of PROJECT work elements and produce monthly reports which clearly identify reimbursable costs, matching fund costs, and other allowable expenditures by CITY.
7. To prepare a Final Report of Expenditures, including a final invoice reporting the actual eligible PROJECT costs expended for those activities described in the work activities, and to submit that Report and invoice no later than 60 days following the completion of those expenditures. The Final Report of Expenditures, three copies of which report shall be submitted to SANBAG, must state that these PROJECT funds were used in conformance with this Agreement and for those PROJECTED specific work activities described.
8. To have a PROJECT-specific audit completed by SANBAG upon completion of the PROJECT. The audit must state that all funds expended on the PROJECT were used in conformance with this Agreement.
9. CITY agrees that PROJECT reimbursement schedule will be determined as part of the Measure I 2010-2040 Strategic Plan.
10. CITY agrees to post signs on ends of PROJECT noting that PROJECT is funded with Measure I funds. Signs shall bear the logos of San Bernardino Associated Governments and the City of Rialto.

SECTION III

IT IS MUTUALLY AGREED:

1. SANBAG's financial responsibility shall not exceed \$18,834,581 (as adjusted based on the availability of federal transportation funding as described in SECTION I) or the amount based on actual cost as derived in SECTION I, whichever is less.
2. Eligible PROJECT reimbursements shall include only those costs incurred by CITY for PROJECT-specific work activities that are described in this Agreement and shall not include escalation, interest, or other fees.

3. SANBAG shall have no responsibility to reimburse any otherwise allowable PROJECT expenditures until a date to be determined by the Measure I 2010-2040 Strategic Plan, nor will SANBAG reimburse CITY those said expenditures unless and until such time as a) sufficient Measure I 2010-2040 revenue exists to fund those eligible PROJECT reimbursements and b) CITY has satisfied any and all other necessary PROJECT requirements including the submission of all required invoices and Reports.
4. Once reimbursement is initiated in accordance with a schedule determined through the Measure I 2010-2040 Strategic Plan, total reimbursements to all eligible advanced projects shall not exceed 40 percent of the revenues allocated to the program categories from which the projects will be funded. Reimbursement shall be provided in proportion to the share of total reimbursable cost represented by each project. Reimbursement in full for eligible costs shall be completed no later than receipt of final revenues generated by Measure I 2010-2040.
5. In the event CITY fails to initiate construction by January 1, 2009, fails complete the PROJECT commenced under this Agreement, fails to perform any of the obligations created by this Agreement, or fails to comply with applicable state and, if applicable, federal laws and regulations, SANBAG reserves the right to terminate this Agreement and any subsequent funding for the PROJECT or a portion thereof upon written notice to CITY. CITY may only be reimbursed for those eligible PROJECT expenditures that occur prior to the date of termination when successfully completed as provided for pursuant to this Agreement. An audit may be performed as provided in Section II, Article (8) of this Agreement.
6. Neither SANBAG nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless SANBAG, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement.
7. This Agreement will be considered terminated upon reimbursement of eligible costs by SANBAG.

**San Bernardino County
Transportation Authority**

By: _____
Dennis Hansberger
President, SANBAG Board of
Directors


Date: _____

APPROVED AS TO FORM AND
PROCEDURE:

By: _____
Jean-Rene Basle
SANBAG County Counsel

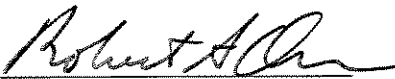
Date: _____

City of Rialto

By: 
Henry T. Garcia
City Administrator

Date: 2/28/07

APPROVED AS TO FORM

By: 
Robert A. Owen
City Attorney

Date: 2-27-07

ATTACHMENT A

Project Specific Work Activities

The project specific work activities for I-10 Riverside Interchange Improvements are as follows.

- Between the Union Pacific Railroad (UPRR) tracks and the eastbound ramps, realign lanes to provide three through lanes northbound and two through lanes southbound.
- Replace the I-10/Riverside Avenue bridge structure to provide three through lanes northbound and two through lanes southbound, with side-by-side dual left-turn lanes for the interchange.
- Widen Riverside Avenue northbound between the westbound ramps and Valley Boulevard to three through lanes north and a dual left turn onto westbound Valley Boulevard.
- Widen Riverside Avenue southbound between the westbound ramps and Valley Boulevard to three through lanes south with a dedicated right-turn pocket onto westbound entrance ramp and a 1.2 meter (4-foot) bike lane. The right-turn pocket starts approximately 300 meters (984 feet) from the end of the curb return to the ramp intersection.
- Each of the entrance and exit ramps will be reconstructed and widened to provide three lanes at the intersections. The existing interchange entrance and exit ramp noses at the freeway will be realigned and reconstructed to accommodate the new Riverside Avenue and ramp profiles and the ultimate I 10 cross section.
- Retaining walls will be constructed inside the southern and northern Caltrans right-of-way lines to support the new profiles of the ramps.
- Along and parallel to the I-10 freeway lanes, an auxiliary lane of 400 meters (1,312 feet) will be provided for the two-lane eastbound exit ramp, and a deceleration lane of approximately 200 meters (656 feet) will be provided for the single-lane westbound exit ramp.
- Sidewalks, 1.5-meters (5 feet) wide will be provided on both sides of the bridge.
- Road striping will be replaced along Riverside Avenue between Slover Avenue and Valley Boulevard to correspond with the reconstruction.
- Approximately 76 meters (249 feet) of the existing raised median in Riverside Avenue north of the Valley Boulevard intersection will be reconstructed to allow for lane alignment.
- A portion of the concrete-lined drainage channel (I-10 Channel) along the north side of and parallel to the westbound entrance ramp will be replaced with a reinforced concrete box (RCB).
- A section of reinforced concrete rectangular channel (Rialto Channel) on the north side of and perpendicular to the westbound entrance ramp will be extended with a 4.6 x 4.6 meter (15 x 15 foot) double reinforced concrete box with reinforced parapet.
- The earthen ditch at the base of the fill slope on the northeast side and adjacent to Riverside Avenue will be reconstructed due to the fill from the widening.

- The earthen ditch at the base of the fill slope on the northwest side and adjacent to Riverside Avenue will be replaced with a conduit that will connect to the RCB extension due to the fill from the widening.
- The culvert drain pipe (150-mm [6-inch]) discharging into the roadside ditch at the northwest quadrant along the west of Riverside Avenue will be extended to discharge into the conduit that will be replacing the earthen ditch described above. Catch basins and storm drain lines will be constructed along Riverside Avenue south of Valley Boulevard to collect runoff from the roadway surfaces. These drainage structures are City owned and maintained.
- Various inlets along the freeway ramps and pipes crossing the freeway will be extended and reconstructed to accommodate the proposed improvements.

Right-of-Way

- Right-of-way required along existing State right-of-way consists of temporary construction easements and permanent maintenance easements. No additional State right-of-way is required. A right of entry under the construction and maintenance agreement with the UPRR will be required for access to the railroad property along the south side of the interchange during construction of retaining wall and barrier modifications to the railroad overhead.
- For improvements within the City's jurisdiction, right-of-way, both fees takes and easements are required at the southeast and southwest corners of Riverside Avenue/Valley Boulevard to construct a new curb and sidewalk and reconstruct driveways conforming to the road widening.

Borrow/Disposal

- Earthwork for the project will not be balanced; borrow and disposal of material that is not suitable for backfill, such as topsoil during clearing and grubbing, will be required. Fill will be imported from the State Route 210, Segments 10 and 11 project or another similar project in the area that has excess dirt and that has already received environmental clearance. Excess nonhazardous soil will be sent to the Ingleoff or Aguamansa landfills. Any hazardous soil will be handled in accordance with pertinent regulations and will be disposed of at a permitted Class II or I landfill as appropriate.

Access

- The gasoline service stations on the southeast and southwest corners of Valley Boulevard and Riverside Avenue both have driveways onto Riverside Avenue. The City of Rialto requires that these driveways remain open during project construction. Access to and from I-10 will not be changed because the interchange will maintain a diamond configuration. Temporary access will be necessary in order to construct retaining walls on the south side of the interchange to the railroad maintenance road that runs north of and parallel to the UPRR tracks. A construction and maintenance agreement with UPRR to use this road will be required.

Utilities

- The following utilities will be impacted by the project:
- Pacific Bell—Telephone—Riverside Avenue, Valley Boulevard
- The Gas Company—Natural Gas—Riverside Avenue, Valley Boulevard
- Southern California Edison—Electrical—Riverside Avenue, Valley Boulevard
- City of Rialto—Water—Valley Boulevard
- City of Rialto—Sewer—Valley Boulevard and crossing I-10
- Caltrans—Fiber Optic—within I-10 median and within bridge
- Caltrans—various drainage facilities
- MCI—Fiber Optic—UPRR maintenance road

New Pavement

- The I-10 bridge will be widened by 13.62 meters (45 feet). Between the north side of the I-10 bridge and Valley Boulevard, Riverside Avenue will be widened by 8.9 meters (29 feet). Each exit and entrance ramp will be widened between 4.8 meters (15.7 feet) and 6.7 meters (22 feet).

Temporary Construction Easements

- Construction equipment will be staged at the San Bernardino Flood Control District property at the Rialto Channel as identified in the Area of Potential Effects (APE) Map. In addition, temporary construction easements will be required just outside the Caltrans right-of-way in the northeast and northwest quadrants of the interchange in order to construct the retaining walls.
- The project limits along Riverside Avenue extend from approximately 640 meters (2,099 feet) south of the interchange to approximately 100 meters (328 feet) north of Valley Boulevard and along I-10 from approximately 2.8 kilometers (1.8 miles) west of Riverside Avenue to approximately 2.6 kilometers (1.6 miles) east of Riverside Avenue. These limits included the placement of construction signs.

The project is scheduled for construction in 2008–2010.

Construction and right-of-way acquisition funds for the project are anticipated through appropriations programmed in the RTIP, where this project is currently identified as a high priority. TEA-21 funds have been allocated to the City for the design phase for the new interchange.

ESTIMATED COST

Total Roadway Items	14,170,000
Total Bridge/Structure Items	7,120,000
Total Right Of Way Items	
Acquisition	250,000
Acquisition (DSFLF Conservation)	1,400,000
Utility Relocation	500,000
Railroad C&M	250,000
Total Supplemental Work	254,000
Total State Furnish Material	360,000
TOTAL PROJECT COSTS	
(Including 5% Contingency)	24,304,000
 Total Landscape	 800,000
 Administration Cost	
Ps&E (Roadway & Bridge)	1,226,000
Ps&E (Landscape)	100,000
Construction Management Cost (15%)	3,970,000
 Total Administration Cost	 5,296,000
 Total Budget	 30,400,000

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: March 21, 2007

Subject: Award of Transportation Development Act Funds (TDA) Article 3 for Transit Stops Access and Bicycle and Pedestrian Projects

Recommendation:* Approve the award of TDA Article 3 funds for Transit Stop Access and Bicycle and Pedestrian Projects outlined in Attachments A & B totaling \$4,295,543 as identified in the Financial Impact Section.

Background: In November 2006 the SANBAG Board authorized the release of the biennial TDA Article 3 Call for projects for 1) projects to improve access to transit stops and 2) bicycle and pedestrian projects. At the time of the Call the amount of Article 3 available for transit stop access improvements was \$816,495 and \$3,264,979 for bicycle and pedestrian projects. However, at the February 2007 Commission meeting an increase in estimated LTF revenue was approved and consequently the amount available has been increased. In addition to being approved at the November 2006 Board meeting, the Call for Projects presented to the Plans and Programs Committee, published in SANBAG's Street Smart and posted on SANBAG's website. Projects applications were due on February 2nd.

Eighteen projects totaling a \$814,926 (Attachment A) were submitted under the transit stop access improvement Call and eleven projects totaling \$3,480,617 (Attachment B) were submitted under the bicycle and pedestrian Call.

An evaluation committee was not convened as the total amount for projects submitted is within the funding available. The applications were reviewed by

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Approved
Plans and Programs Committee

Date: _____

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Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

staff for completeness and jurisdictions were contacted when clarification was required.

SANBAG Board policy requires that projects awarded TDA Article 3 funds be completed within two years of Board approval. Projects awarded in this cycle will need to be completed by June 30, 2009.

The last Call for Projects funded by TDA Article 3 was in November 2004. Prior to the 2004 Call the Article 3 funding was combined with Transportation Enhancement Activity (TEA) funding which currently is fully allocated to projects. Attachment C lists those projects that have received a TDA Article 3 award of funding in prior calls. Of note, the City of Victorville's Riverwalk Train and the County of San Bernardino's Santa Ana River Trail Phase III have been held up in the environmental clearance phase because there is federal funding associated with those projects. The remainder of projects on the list are to be completed by June 2007. SANBAG staff has contacted the jurisdictions to remind them of the deadline.

Financial Impact: The administration of Transportation Development Act funds is the responsibility of SANBAG. Expenses associated with this responsibility are included in the adopted budget under Task 50207000 – TDA Administration. The award of \$814,926 in TDA Article 3 funds for transit stop access improvement projects and \$3,480,617 in TDA Article 3 funds for bicycle and pedestrian projects is consistent with the amount of Article 3 funds held in Task 50607000 – Local Transportation Funds – Pass Through.

Reviewed By: This item is schedule for review by the Plans and Programs Committee on March 21, 2007.

Responsible Staff: Victoria Baker, Sr. Transit Analyst
Michael Bair, Director of Transit and Rail Programs

Attachment A
Local Transportation Fund
Article 3
Transit Access Projects Recommended for Funding

JURISDICTION	FUND REQUESTED	JURISDICTION SUBTOTAL	ACCUMULATED TOTAL
COLTON, City of La Cadena Ave Bus Stop - Omnitrans Rt. 19	\$278,426		
		\$278,426	\$278,426
HIGHLAND, City of #1 9th Street Bus Stop Access @ Guthrie Street #2 9th Street Bus Stop Access @ Cunningham St. & Central Ave.	\$81,649 \$81,649		
		\$163,298	\$441,724
NEEDLES, City of #1 "J" Street and Bailey ADA Ramps #2 Coronado Av. & "J" St. (sidewalk & ramps) Ramp - Bailey Ave. & Washington St. Ramp - Bailey Ave. & Collins St. Ramp - Bailey Ave. & Erin Dr. #1 Ramp - Bailey Ave. & Erin Dr. #2 Erin Dr. to Washington St. Sidewalk	\$2,575 \$5,150 \$5,150 \$2,575 \$10,300 \$5,150 \$24,033		
		\$54,933	\$496,657
ONTARIO, City of #1 Milliken Ave. @ Jurupa St. #2 Jurupa St. @ Rockefeller Ave.	\$74,552 \$80,300		
		\$154,852	\$651,509
RANCHO CUCAMONGA, City of #1 Foothill Blvd. Bus Bay - West of Haven #2 Foothill Blvd. Bus Pad - West of Archibald #3 Foothill Blvd. Bus Pad - East of Elm #4 Vineyard Ave. Bus Pad - South of Ninth St.	\$19,360 \$22,680 \$9,100 \$11,000		
		\$62,140	\$713,649
SAN BERNARDINO CO. Vista Road Sidewalk - North Side	\$81,277		
		\$81,277	\$794,926
YUCAIPA, City of Yucaipa Blvd. Bus Pads/Sidewalk	\$20,000		
		\$20,000	\$814,926
TOTAL FUNDS AVAILABLE			\$870,390

Attachment B
Local Transportation Fund
Article 3
Bicycle Pedestrian Projects Recommended for Funding

JURISDICTION	FUNDS REQUESTED	JURISDICTION SUBTOTAL	ACCUMULATED TOTAL
BIG BEAR LAKE, City of Mill Creek Road to Paine Road Sidewalk	\$318,745		
		\$318,745	\$318,745
CHINO HILLS, City of Chino Hills Bicycle Lane Demarcation	\$35,000		
		\$35,000	\$353,745
COLTON, City of North Colton Sidewalk Project Santa Ana River Trail Staging Area	\$195,964 \$210,393		
		\$406,357	\$760,102
GRAND TERRACE, City of Mt. Vernon Sidewalk and Bikelane	\$270,360		
		\$270,360	\$1,030,462
HESPERIA, City of Civic Center Bike Path	\$245,409		
		\$245,409	\$1,275,871
HIGHLAND, City of Church Avenue Pedestrian Walkway	\$94,939		
		\$94,939	\$1,370,810
ONTARIO, City of Fern Ave. Pedestrian Improvements	\$161,427		
		\$161,427	\$1,532,237
RANCHO CUCAMONGA, City of Pac. Elec. Inland Emp. Trail Bikeway Phase IV-a Grove Ave. to Cucamonga Creek	\$1,315,500		
		\$1,315,500	\$2,847,737
SAN BERNARDINO/HIGHLAND, Cities of 5th St./Greenspot Road Bikeway - Waterman Ave to Palm Ave & Boulder Ave to Valencia Court	\$242,880		
		\$242,880	\$3,090,617
YUCAIPA, City of Community Core Bikeway Phase II	\$390,000		
		\$390,000	\$3,480,617
TOTAL FUNDS AVAILABLE			\$3,481,557

Attachment C
Local Transportation Fund
Article 3

Transit Access Improvement and Bicycle Pedestrian Prior Years Awards

	Amount Awarded	Project Status
FY 1999-2000 PROJECT AWARD		
Victorville, City of - Riverwalk Trail Project	\$ 691,000	Tea Project - scheduled completion 6/09
FY 2000-2001 PROJECT AWARD		
San Bernardino, County of - Santa Ana River Trail - Waterman Ave. to Alabama St.	\$ 559,940	Tea Project - scheduled completion 6/09
FY 2004-2005 PROJECT AWARD		
Transit Access Improvement Projects		
Chino Hills, City of - Los Serranos Neighborhood	\$ 46,300	
MBTA - 29 Palms Stater Brothers/Rite Aid Transfer Site	\$ 14,570	Project Complete Reimbursement Pending
Yucca Valley Hwy 62 & Joshua Lane Bus Stop	\$ 15,242	Project Complete Reimbursement Pending
Yucca Valley Stater Brothers Bus Stop	\$ 15,242	Project Complete Reimbursement Pending
Yucca Valley Del Taco Bus Stop	\$ 15,242	Project Complete Reimbursement Pending
Joshua Tree County Government Center	\$ 96,993	Project Complete Reimbursement Pending
MARTA - Elks Lodge Bus Stop	\$ 117,600	Project Complete Reimbursement Pending
Needles - W. Broadway & Market Street (sidewalk & ramp)		Construction begins 3/12/07
Coronado Ave. & Erin Dr. (2 ramps)	\$ 3,480	
Coronado Ave. & "J" Street (sidewalk, ramp Buy-Rite Mkt)	\$ 2,000	Construction begins 3/12/07
	\$ 2,400	Construction begins 3/12/07
Coronado Ave. & "J" Street (ramp @ NE corner)	\$ 1,000	Construction begins 3/12/07
Senior Center, Bus Stop @ Mesa Grande Apts.	\$ 16,250	Construction begins 3/12/07
Omnitrans - San Antonio Hospital, Upland	\$ 47,340	
Hospitality Lane @ Tippecanoe Ave., S.B.	\$ 3,600	
Santa Fe Depot Bus Stop, S.B.	\$ 4,400	
Wall-Mart Stop, Rialto	\$ 2,100	
Hospitality Lane @ Harriman Place, S.B.	\$ 1,920	
S.B. County Transportation - Maple Lane Bus Stop Relocation	\$ 70,000	
VVTA - Kiowa Road & So. Of Yucca Loma, A.V.	\$ 4,012	
St. Mary's Medical Center, A.V.	\$ 45,000	
Bear Valley Road W. of Industrial Blvd., V.V.	\$ 45,000	
Orick & Vasquez, V.V.	\$ 5,025	
Hesperia Post Office Stop	\$ 31,926	
Hesperia Road @ Trump Road, V.V.	\$ 7,181	
Bear Valley Road E. of Navajo, A.V.	\$ 3,656	
Armagosa & Mojave, V.V.	\$ 4,406	
Danbury Road @ Lake Arrowhead Road, Hesperia	\$ 3,995	
Armagosa Road, NB S. of Bear Valley Road, V.V.	\$ 11,250	
Amethyst & Northstar, V.V.	\$ 6,938	
Mariposa Road NB @ Totem Pole, V.V.	\$ 3,495	
Yucaipa, City of - Yucaipa Blvd. Bus Pads/Sidewalk	\$ 35,000	Project Complete Reimbursement Pending
Uptown Bus Pads/Sidewalks	\$ 15,000	Project Complete Reimbursement Pending

Attachment C
Local Transportation Fund
Article 3

Transit Access Improvement and Bicycle Pedestrian Prior Years Awards

	Amount Awarded	Project Status
Bicycle and Pedestrian Projects		
Big Bear Lake, City of - Sr. Housing Pedestrian Access	\$ 81,300	Construction begins 5/07
Chino Hills, City of - Sidewalk Gap Closure #1	\$ 80,000	
Colton, City of - Signalizing the Colton Ave. Bike Lane	\$ 245,000	
Fontana, City of - Bicycle Mobility Enhancement Project	\$ 65,000	
Pacific Electric Inland Empire Trail, Stage II	\$ 338,000	Construction to begin 5/07
Highland, City of - Webster St. Sidewalk Project	\$ 43,636	Project Complete Reimbursement Pending
Sterling Ave. Sidewalk Project	\$ 47,957	Project Complete Reimbursement Pending
Pacific St. Sidewalk Project	\$ 196,134	
Needles, City of - Mesa Grande Sr. Apt. Ramp	\$ 1,000	Construction begins 3/12/07
Bailey St. & "J" St. Ramp	\$ 2,500	Construction begins 3/12/07
Nikke Bunch Ballpark Sidewalk & Ramp	\$ 3,200	Construction begins 3/12/07
Civic Center Dr. & "J" St. west intersection Ramp	\$ 1,100	Construction begins 3/12/07
Civic Center Dr. & "J" St. east intersection Ramp	\$ 1,100	Construction begins 3/12/07
219 "I" St. Sidewalk and 2 Ramps	\$ 10,000	Construction begins 3/12/07
Rancho Cucamonga, City of - Pacific Electric Inland		
Empire Trail, Archibald to Haven, Phase III	\$ 954,900	
Rialto, City of - Linden Ave. Sidewalk Project	\$ 103,000	
Maple Ave. Sidewalk Project	\$ 30,650	
Upland, City of - Campus Ave. Sidewalk & Ramps	\$ 23,520	Project Complete Reimbursement Pending
Raymond Ave. Sidewalk & Ramps	\$ 35,280	Project Complete Reimbursement Pending
Olive Street Sidewalk & Ramps	\$ 35,280	Project Complete Reimbursement Pending
Highland Court Sidewalk & Ramps	\$ 45,570	Project Complete Reimbursement Pending
Seventh Street Sidewalk & Ramps	\$ 39,690	Project Complete Reimbursement Pending
Berlyn Ave. Sidewalk & Ramps	\$ 23,520	Project Complete Reimbursement Pending
Eleventh Ave. Sidewalk & Ramps	\$ 11,025	Project Complete Reimbursement Pending
Victorville, City of - Hollyvale School Sidewalk Project	\$ 162,571	Contract award 8/1/06
Yucaipa, City of - Yucaipa Community Core Bikeway	\$ 370,000	Contract to be awarded 6/4/07
Yuca Valley, Town of - Community center & Park-N-Ride Lockers	\$ 20,000	Project Complete Reimbursement Pending

Total Prior Award \$ 4,919,436

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 7

Date: March 21, 2007

Subject: Congestion Management Program (CMP) Monitoring Requirements

Recommendation:* Approve recommended changes to the CMP Monitoring Requirements

Background: Each year local jurisdictions are required to monitor and analyze intersections of San Bernardino County regional arterial roadways as part of the requirements of Government Code Section 65089.3. Staff recommends modifying the CMP Monitoring requirements to incorporate changes recommended through discussion with local jurisdiction traffic engineers and the Comprehensive Transportation Plan Technical Advisory Committee. The goal is to better target the monitoring so as to minimize cost and maximize the coverage of traffic data on the County's regional arterial system. The proposed changes include:

1. Conducting turning movement counts at all CMP intersections every third year. In prior years, intersections of Level of Service (LOS) D and below needed to be counted every year. Annual counts significantly added to the cost of the count program and are not as necessary with the transition to the more comprehensive Nexus Study based approach.
2. Adding intersections of freeway ramps with arterial streets to the local jurisdiction turning movement count requirement. Ramp intersections are some of the most congested locations in the county and are currently only sporadically covered by Caltrans. The counts must be conducted at least

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Approved
Plans & Programs Committee

Date: _____

Moved:

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In Favor:

Opposed:

Abstained:

Witnessed: _____

every three years, but may be taken from Project Study Reports or other planning documents, where available. Exemptions may be provided for recently constructed interchanges, and the focus will initially be on the interchanges included in the Development Mitigation Nexus Study.

3. Replacing truck turning movement counts at intersections, as currently required, with vehicle classification counts on CMP roadways. At least one classification count must be conducted every three years in each direction between intersections of CMP roadways for both the AM and PM peak periods. The counts may be conducted by machine, if feasible. The same locations should be counted each 3-year cycle to enable growth trends to be tracked. Counts must separate trucks into categories of 2-axle, 3-axle, and 4+axle, at a minimum.
4. Adding machine counts on arterial streets at railroad grade crossings that are included in the Alameda Corridor East railroad grade separation program. The purpose of these counts is to periodically monitor the congestion and to update the analysis of vehicle delay at the grade crossings included in the Alameda Corridor East Trade Corridor study.

If these changes are approved, SANBAG staff will issue a letter requesting collection of the data based on the new protocol. The new guidelines will be included in Chapter 6 of the 2007 update of the Congestion Management Program.

Financial Impact: This item has no direct impact on the adopted Budget. Staff activities associated with this item are consistent with the adopted Budget, Task No. 20307005, Congestion Management Program-General.

Reviewed By: This item is scheduled for review by the Plans and Programs Policy Committee on March 21, 2007.

Responsible Staff: Ryan Graham, Transportation Planning Specialist
Steve Smith, Principal Transportation Analyst

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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
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Minute Action

AGENDA ITEM: 8

Date: March 21, 2007

Subject: Measure I 2010-2040 Strategic Plan Policies on the Valley Freeway Interchange Program

Recommendation:* Receive updated information on draft Measure I 2010-2040 Strategic Plan Policies on the Valley Freeway Interchange Program

Background: Development of the Measure I 2010-2040 Strategic Plan has progressed to the point of specific recommendations for several programs. This agenda item reviews specific recommendations related to the Valley Freeway Interchange Program developed by staff through discussion with the Comprehensive Transportation Plan Technical Advisory Committee (CTP TAC). The Plans and Programs Committee is serving as the clearinghouse for reviews of all the Measure I 2010-2040 programs, based on input from the other policy committees.

On January 10, 2007 the SANBAG Board directed staff to further develop policy recommendations for the Valley Freeway, Freeway Interchange, and Major Streets Programs based on input received from local jurisdictions. The Board also endorsed a set of overarching principles for the Strategic Plan (see Attachment 1). A summary of key recommendations on the Valley Freeway Interchange Program is provided in Attachment 2 and will be presented at the March 21 PPC meeting. Summaries of key recommendations previously considered on the Valley Major Streets Program, the Victor Valley Major Local Highways Program, and the Rural Mountain/Desert Major Local Projects Program are provided in Attachments 3, 4, and 5, respectively.

Approved
Plans and Programs Committee

Date:

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Financial Impact: This item is consistent with the approved Fiscal Year 2006-2007 Budget.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on March 21, 2007.

Responsible Staff: Andrea Zureick, Senior Transportation Analyst
Ty Schuiling, Director of Planning and Programming
Darren Kettle, Director of Freeway Construction
Deborah Barnack, Director of Management Services

ATTACHMENT 1
MEASURE 1 2010-2040 STRATEGIC PLAN
Principles Endorsed by the SANBAG Board on January 10, 2007

- 1) Deliver all Expenditure Plan projects at the earliest possible date.
- 2) Seek additional and supplemental funds as needed for completion of all Expenditure Plan projects.
- 3) Maximize leveraging of State, federal, local, and private dollars.
- 4) Ensure use of federal funds on otherwise federalized projects.
- 5) Sequence projects to maximize benefit, minimize impact to the traveling public, and support efficient delivery.
- 6) Provide for geographic equity over the life of the Measure.
- 7) Recognize that initiation of project development work on arterial, most interchange, and railroad crossing projects is the responsibility of local jurisdictions. Initiation of project development work on freeway mainline projects and interchange improvements required for the mainline projects is the responsibility of SANBAG.
- 8) Work proactively with agency partners to minimize the time and cost of project delivery.
- 9) Structure SANBAG to effectively deliver the Measure projects.
- 10) Exercise environmental stewardship in delivering the Measure projects.
- 11) Periodically update the Strategic Plan through the life of the Measure.
- 12) Utilize debt financing when and where appropriate.

ATTACHMENT 2
POLICY DIRECTION FOR THE VALLEY INTERCHANGE PROGRAM
(Based on input received from the City Managers TAC, the Comprehensive Transportation
Plan TAC, and the Plans and Programs Committee)

RECOMMENDATIONS ON SPECIFIC ISSUES

Issue 1: Linkages to Valley Freeway Program

Though local priorities should be respected, interchanges that affect the delivery of the Valley Freeway Program should be given priority for funding out of the Measure I 2010-2040 Valley Interchange Program.

Issue 2: Project Advancement

Project advancement should be considered in the mainstream sales tax measure.

Issue 3: Allocation strategies

Allocation of Measure I 2010-2040 Valley Interchange funds should occur on a project readiness basis, so long as geographic equity is maintained throughout the entire life of the Measure.

Local jurisdictions would identify funding needs for their projects through development of a Five-Year Capital Improvement Plan. The Plans would be used to provide an estimate of the potential demand for Valley Interchange funds in a given year. Based on the potential demand for these funds and the competing demands from other program areas, the SANBAG Board should annually determine the amount of Measure I Valley Interchange funds that will be made available for apportionment by the Board.

The ultimate distribution of these program funds must be geographically equitable. The basis for determining the equitable distribution of Valley Interchange funds should be the public share of project costs listed in the Nexus Study (total cost less developer fair share amount), which provides the universe for overall Valley Interchange program fund needs for the Measure. Because allocations should be made on a project readiness basis, it is possible that in a given year or over a period of several years, allocations by the Board will not be geographically equitable.

Issue 4: Conveyance of Measure I dollars

Measure I 2010-2040 Valley Interchange funds should be conveyed through a cost reimbursement process including project development activities, so long as the project development activities were included as part of the cost in the Development Mitigation Nexus Study.

For planning and cost reimbursement purposes, each interchange contained in a Five-Year Plan should be provided with an annual apportionment of Measure I 2010-2040 Valley Interchange

Funds. The apportionment would be assigned to specific interchange phases included in the Plan for the fiscal year being apportioned. After receiving an allocation of Valley Interchange funds by the SANBAG Board, local jurisdictions would expend funds on a project and submit invoices to SANBAG for reimbursement. The lead jurisdiction for the interchange will be able to submit invoices for reimbursement based on the public share of costs, up to the allocation but limited to the current apportionment balance for the interchange (see table on following pages for more detail).

POSSIBLE FUND APPORTIONMENT AND EXPENDITURE PROCESS FOR THE VALLEY INTERCHANGE PROGRAM

Based on the above direction, staff has outlined a specific process that could be used for apportionment and expenditure of funds within the Valley Interchange Program. Pros and cons of alternatives are presented on the following pages.

MEASURE I 2010-2040 STRATEGIC PLAN

Valley Interchange Program Apportionment and Expenditure Concepts

Purpose

The purpose of a defined apportionment and allocation process for the Valley Interchange Program is to provide a systematic method to ensure geographic equity, transparency, and accountability in managing Measure I 2010-2040 revenues. The administration of the Valley Interchange Program is substantially more complex than any of the fund allocation programs administered by SANBAGF under the current Measure I and processes need to be in place to establish clear guidance and order for the SANBAG Board and local project sponsors.

General

- Process generally follows Federal and State allocation/reimbursement approach, but with greater flexibility
- Process maintains consistency with guidance provided by Plans and Programs Committee
- “Apportionment” refers to the funds directed by the SANBAG Board to the Interchange Program
- “Allocation” refers to project-specific funds authorized for expenditure by the SANBAG Board out of the apportionments
- Project costs can be modified through Nexus Study amendment, but local development mitigation program must be modified first

Process		Description/Options	Pro	Con
Apportionment		<p>SANBAG Board identifies annual apportionment to each program. Annual apportionment levels are based on:</p> <ul style="list-style-type: none"> • Revenue projections and overall Measure I program needs • Valley arterial and interchange programs needs identified in Five-Year Capital Improvement Plans • Board may or may not be able to full fund Interchange Program needs in the annual apportionment 		
Prioritization		<p>OPTION I: The SANBAG Board will develop a list of interchanges that will receive priority in both apportionment and allocation because of the impact of</p>	Minimizes possibility that interchange construction will delay mainline construction.	Local priorities may not be consistent with regional priorities; could result in delay of projects

Process	Description/Options	Pro	Con
	<p>those interchanges on the ability to deliver mainline projects. This does not preclude other interchanges from eligibility for funding, provided adequate funds are available.</p> <p>OPTION 2: All interchanges will be viewed equally in apportionment and allocation decisions with funding priorities guided by Five-Year CIPs.</p>	<p>Provides assurance for local jurisdictions that funds may be available for local priorities that are included in the Five-Year CIP.</p>	<p>ready for construction unless additional revenue is made available through bonding or increases in apportionment.</p> <p>May result in delay to implementation of mainline construction.</p>
Apportionment Distribution	<p>OPTION 1: Interchange Program annual apportionment is assigned by interchange based on the public share costs identified in the Five-Year CIP for that fiscal year. Apportionments are tracked by interchange and will accumulate for each interchange over time.</p> <p>OPTION 2: Interchange Program annual apportionment is assigned to an overall interchange "account" (i.e., not assigned to a specific interchange). Interchanges included in the Five-Year CIP are eligible for allocation of funds from this account on a project-readiness basis.</p>	<p>If annual apportionments are less than the need identified in the Five-Year CIP, all interchanges under development will be affected equally. Provides assurance to jurisdiction that funds will be available when the project is ready for allocation.</p> <p>Projects that are "ready-to-go" will likely receive full allocations.</p>	<p>If annual apportionments are less than the need identified in the Five-Year CIP, none of the interchanges receiving apportionments will be able to receive full allocation initially; projects that are not proceeding on schedule can tie up funds that could be available for other projects.</p> <p>If annual apportionments are less than the need identified in the Five-Year CIP, the last projects requesting allocations may be denied because of lack of apportionment balance.</p>
Allocation	<p>To date there has been agreement that the appropriate method for allocating funds is through a reimbursement process. Project sponsors will request an allocation from the Interchange Program for the current phase of work. The SANBAG Board will grant allocations by phase based on any approved priorities and Five-Year CIPs. Project sponsors will enter into an agreement with SANBAG to receive the allocation. Note that the public share can include a combination of Measure 1, State, and federal funds depending on the nature of the project.</p>		

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Process	Description/Options	Pro	Con
	<p>Three options have been identified for allocation of funds:</p> <p>OPTION 1: Limit allocation amount to current apportionment balance.</p> <p>OPTION 2: Allow for full allocation of public share cost of the phase but limit reimbursement to the total apportionment balance (similar to the Project Advancement strategy when costs exceed apportionment balance).</p> <p>OPTION 3: Allow for full allocation of public share cost of the phase and allow full reimbursement in excess of the apportionment balance through inter-program borrowing,</p>	<p>SANBAG makes no commitment of future Measure I revenue.</p> <p>Provides commitment to fully fund the identified public share of the project phase cost. Eliminates need for repeat actions to increase the allocation as future apportionments are made.</p> <p>Provides commitment to fully fund the identified public share of the project phase cost as costs are incurred.</p>	<p>If the current apportionment balance does not fully fund the public share of the phase, project sponsor must either fill the gap with local funds or wait for an adequate balance to accrue. Can possibly receive additional allocations for that phase in future years until completion of that phase.</p> <p>Provides no assurance of a date of full reimbursement as apportionments are subject to annual action of the SANBAG Board.</p> <p>An apportionment to the Interchange Program that is less than the need identified in the Five-Year CIP should be based on more urgent needs in other program areas. This option could result in a rearrangement of priorities program-wide.</p>
Expenditure Process (Local Jurisdiction Lead)	<ul style="list-style-type: none"> Jurisdiction is authorized to expend funds up to the amount allocated. Measure I funds will be paid on a reimbursement basis, consistent with the public share percentage that is established for the phase of work, up to the current cumulative apportionment for the interchange. Invoicing for funds in excess of cumulative apportionment must be deferred until additional apportionment is available (similar to 		

Process	Description/Options	Pro	Cont
	<p>Federal "advance construction" process)</p> <ul style="list-style-type: none"> • Lead jurisdiction is responsible for fair share portion of cost, at a minimum, and will need to bill other participating local jurisdictions for their fair share amounts unless other arrangements have been made (see loan options). • Cumulative fair share expenditures cannot drop below percentage identified in Nexus Study for each specific interchange (retains flexibility on project phases). • If total expended funds at project completion are less than the allocation for the interchange, the excess allocation will be returned to the Valley Interchange apportionment fund. • If it is clear that the expenditures will exceed the available allocation for the phase, jurisdiction may continue with the project but will need to apply to SANBAG to have the allocation increased. SANBAG cannot guarantee that the additional funds will be available. 		
Expenditure Process (SANBAG Lead by Agreement with Local Jurisdictions)	<ul style="list-style-type: none"> • SANBAG may include project management costs in invoicing to local jurisdictions, the terms of which must be approved by the SANBAG Board. • SANBAG will track invoices and will bill local jurisdictions for their fair share amount on a monthly or quarterly basis. • Jurisdictions failing to pay their fair share may require SANBAG to force a loan from the local jurisdiction Valley Major Streets apportionment, unless other arrangements have been made with SANBAG (see loan options). Apportionment would be adjusted as loan is repaid to SANBAG from local development mitigation dollars. • SANBAG may expend funds on the interchange project only up to the amount of funds allocated to that interchange. • If total expended funds at project completion are less than the allocation for the interchange, the 		

Process	Description/Options	Pro	Con
Loan Options	<p>excess allocation will be returned to the Valley Interchange apportionment fund.</p> <ul style="list-style-type: none"> Loans of apportioned amounts are not expected for the Valley Interchange Program, since apportioned amounts are interchange-specific and based on Five-Year CIPs. Where the interchange requires fair shares from two or more jurisdictions, jurisdictions may mutually agree to adjust the fair share amounts as long as the total fair share is maintained. For example, fair shares could be "swapped" between interchanges to simplify the accounting for fair shares (e.g. jurisdiction A could be completely responsible for interchange X, and jurisdiction B could be completely responsible for interchange Y). These changes would be reflected in a Nexus Study amendment. Loans of fair share amounts may be transacted: <ol style="list-style-type: none"> through documented intra-jurisdictional fund-sharing (audit provisions may apply), between lead and cooperating local jurisdictions (if local jurisdiction is lead agency), or with SANBAG, by agreement between SANBAG, the lead jurisdiction, and the loan applicant. The terms of this interchange-specific loan must be approved by the SANBAG Board. 		

ATTACHMENT 3
POLICY DIRECTION FOR THE VALLEY MAJOR STREETS PROGRAM
(Based on input received from the City Managers TAC, the Comprehensive Transportation Plan TAC, and the Plans and Programs Committee)

RECOMMENDATIONS ON SPECIFIC ISSUES

Issue 1: Inter-program borrowing

Inter-program borrowing should be allowed, but amounts should be limited or capped so that each program is able to maintain a degree of project delivery.

Priorities assigned to freeway, freeway interchange, and arterial street projects vary among the Valley jurisdictions. Consequently, while interprogram borrowing to frontload a program may be advantageous to the program as a whole, such borrowing should occur in a manner that does not subsume the entire annual share of any particular program, and should also consider SANBAG's ability to reimburse jurisdictions that have entered into project advancement agreements.

Issue 2: Project Advancement

Project advancement should be considered in the mainstream sales tax measure.

Issue 3: Relative priorities of arterial street projects versus railroad grade separations

Though local priorities should be respected, arterial street projects should be given priority for funding out of the Measure I 2010-2040 Valley Arterial program because railroad grade separations are likely to be funded in part from other sources.

Issue 4: Allocation strategies

Allocation of Measure I 2010-2040 Valley Arterial funds should occur on a project readiness basis, so long as geographic equity is maintained throughout the entire life of the Measure.

Local jurisdictions would prioritize their projects through development of a Five Year Plan. The Plans would be used to provide an estimate of the potential demand for Valley Arterial and Interchange funds in a given year. Based on the potential demand for these funds and the competing demands from other program areas, the SANBAG Board should annually determine the amount of Measure I Valley Arterial and Interchange funds that will be made available for apportionment by the Board.

The ultimate distribution of these program funds must be geographically equitable. The basis for determining the equitable distribution of Valley Interchange and Arterial funds should be the public share of project costs listed in the Nexus Study, which provides the universe for overall Valley

Interchange and Arterial program fund needs for the Measure. Because allocations should be made on a project readiness basis, it is possible that in a given year or over a period of several years, allocations by the Board will not be geographically equitable.

Issue 5: Conveyance of Measure I dollars

Measure I 2010-2040 Valley Arterial funds should be conveyed through a cost reimbursement process including project development activities, so long as the project development activities were included as part of the cost in the Development Mitigation Nexus Study.

Valley Arterial funds should be made available to all project development activities, so long as those costs were anticipated as part of the project cost listed in the Nexus Study. After receiving an allocation of Valley Arterial funds by the SANBAG Board, local jurisdictions would expend funds on a project and submit invoices to SANBAG for reimbursement. The local jurisdiction would be reimbursed for the public share of the project cost, up to the amount available in its apportionment balance.

For planning and cost reimbursement purposes, local jurisdictions should be provided with an annual apportionment of Measure I 2010-204 Valley Arterial Funds. The annual apportionment would be determined by calculating the amount of Measure I Valley Arterial funds that could be made available to them over the life of the Measure, so long as the program area remains fully funded. The amount a local jurisdiction could be reimbursed for a project should be limited by its available apportionment balance.

POSSIBLE FUND APPORTIONMENT AND EXPENDITURE PROCESS FOR THE VALLEY MAJOR STREETS PROGRAM

Based on the above direction, staff has outlined a specific process that could be used for apportionment and expenditure of funds within the Valley Major Streets Program. Many elements of this process could also apply to the Valley Freeway Interchange Program. A hypothetical example of the tracking of apportionments and expenditures by jurisdiction is provided at the end of this attachment.

1. The process generally follows Federal and State allocation and expenditure approach, but with greater flexibility
2. The process maintains consistency with guidance provided to date by the SANBAG Board
3. Apportionment process
 - a. SANBAG Board annually identifies apportionment to the Valley Major Streets Program
 - i. Based on revenue projection and program needs
 - ii. Valley Major Streets Program needs will be identified in Five-Year Capital Improvement Plans

- b. Each jurisdiction is provided with an annual apportionment based on the annual apportionment to the Valley Major Streets Program and the percent of Nexus Study non-fair-share project cost for arterials their jurisdiction. Apportionments will accumulate for each jurisdiction over time.
- c. Project costs can be modified through Nexus Study amendment, but local development mitigation program must be modified first.

4. Expenditure process

- a. Projects are allocated funds by the SANBAG Board on a project-readiness basis, subject to other requirements. Local agencies are responsible for initiating the request for allocation based on their local priorities and their capital improvement plans.
- b. Measure I funds are paid to local jurisdictions on a reimbursement basis (i.e. upon submittal of invoices for work completed), up to current cumulative apportionment for the jurisdiction)
- c. Invoicing for funds in excess of cumulative apportionment must be deferred until additional apportionment is available (similar to Federal "advance construction" process)
- d. Jurisdiction is responsible for fair share portion of cost, at a minimum. Must come from development contributions, per Nexus Study.
- e. Cumulative fair share expenditures cannot drop below percentage identified in Nexus Study (i.e. flexibility is maintained on individual projects)
- f. The non-fair share cost represents the "Public Share." As such, it can include a combination of Measure I, State, and federal funds.
- g. SANBAG may audit local jurisdiction financial records involving expenditure of Measure I funds

5. Loan options

- a. Loans of apportioned amounts can be made between jurisdictions. These will increase or decrease the current cumulative apportionment for participating jurisdictions. SANBAG must be provided with appropriate resolutions.
- b. Alternatively, loans of apportionments could be transacted directly with SANBAG (i.e. SANBAG could receive and hold apportioned amounts that cannot be used, and redistribute to other jurisdictions or to other programs)
- c. Jurisdictions would need to justify large, unused apportionment balances. SANBAG could "force" a loan of the apportionment balance from that jurisdiction, but funds for that jurisdiction would not be lost (i.e. loan would be re-apportioned when jurisdiction needs the funds)

HYPOTHETICAL EXAMPLE OF FUND APPORTIONMENT AND EXPENDITURE PROCESS REPORTING FOR VALLEY MAJOR STREETS PROGRAM

Fiscal Year 2015/2016 Annual Apportionment:

\$23,000,000

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Jurisdiction	Ratio of Trip Growth to 2030 Trips	Total Arterial Cost	Developer Share of Total Arterial Cost	Public Share of Total Arterial Cost	Annual Apportionment Share	Annual Apportionment	Total Prior Annual Apportionments	Cumulative Annual Apportionments	Total Allocations as of July 1, 2015	Total Reimbursements as of July 1, 2015	Total Apportionment Loans as of July 1, 2015	Total Available Apportionment as of July 1, 2015
Chino	51%	\$91,887,000	\$47,861,744	\$44,025,256	6.32%	\$1,453,824	\$5,815,296	\$7,269,120	\$0	\$0	\$0	\$7,269,120
Chino Hills	14%	\$20,767,000	\$2,915,161	\$17,851,839	2.56%	\$589,512	\$2,358,049	\$2,947,561	\$0	\$0	\$0	\$2,947,561
Colton	44%	\$36,479,000	\$16,285,993	\$20,193,007	2.90%	\$696,824	\$2,667,294	\$3,334,118	\$0	\$0	\$0	\$3,334,118
Fontana	32%	\$233,453,000	\$76,811,873	\$156,641,127	22.49%	\$5,172,681	\$20,680,725	\$25,863,406	\$10,000,000	(\$8,000,000)	\$0	\$17,863,406
Grand Terrace	40%	\$18,886,000	\$7,730,541	\$11,155,459	1.60%	\$388,381	\$1,473,524	\$1,841,906	\$0	\$0	\$0	\$1,841,906
Highland	46%	\$96,183,000	\$45,756,039	\$50,426,961	7.24%	\$1,665,224	\$6,660,897	\$8,326,121	\$0	\$0	\$0	\$8,326,121
Loma Linda	39%	\$54,410,000	\$21,657,607	\$32,752,393	4.70%	\$1,081,566	\$4,326,263	\$5,407,829	\$0	\$0	\$0	\$5,407,829
Montclair	19%	\$6,020,000	\$1,168,020	\$4,851,980	0.70%	\$160,225	\$640,898	\$801,123	\$0	\$0	\$0	\$801,123
Ontario	44%	\$180,244,000	\$81,930,830	\$98,245,170	14.11%	\$3,244,301	\$12,977,204	\$16,221,504	\$20,000,000	(\$14,000,000)	\$4,000,000	\$6,221,504
Rancho Cucamonga	29%	\$60,040,000	\$17,659,541	\$42,380,459	6.08%	\$1,399,509	\$5,588,034	\$6,997,543	\$0	\$0	(\$4,000,000)	\$2,997,543
Redlands	23%	\$58,220,000	\$13,791,105	\$44,428,895	6.38%	\$1,467,153	\$5,868,612	\$7,335,765	\$0	\$0	\$0	\$7,335,765
Rialto	40%	\$67,910,000	\$28,171,177	\$39,738,823	5.71%	\$1,312,275	\$5,249,101	\$6,561,376	\$0	\$0	\$0	\$6,561,376
San Bernardino	32%	\$94,694,000	\$31,431,674	\$63,262,326	9.08%	\$2,089,080	\$8,356,320	\$10,445,400	\$5,000,000	(\$4,500,000)	\$0	\$5,945,400
Upland	48%	\$20,220,000	\$10,008,244	\$10,211,756	1.47%	\$337,218	\$1,348,871	\$1,686,088	\$0	\$0	\$0	\$1,686,088
Yucaipa	31%	\$88,290,000	\$27,860,584	\$60,329,416	8.66%	\$1,992,228	\$7,968,912	\$9,961,140	\$8,000,000	(\$8,000,000)	\$0	\$1,961,140
Total		\$1,127,703,000	\$431,208,136	\$696,494,864	100%	\$23,000,000	\$92,000,000	\$115,000,000	\$43,000,000	(\$34,500,000)	\$0	\$80,500,000

ATTACHMENT 4
POLICY DIRECTION FOR THE VICTOR VALLEY MAJOR LOCAL
HIGHWAY PROJECTS PROGRAM
(Based on input received from the Mountain/Desert Committee on January 19,
2007)

Issue 1: Guiding principles for allocation of Victor Valley Major Local Highway Projects funds:

- Allocations should be made from candidate project lists developed in cooperation with transportation planning partners.
- Allocations should serve to maximize leveraging of private, local, federal, and State dollars, with particular attention to leveraging of Interregional Transportation Improvement Program Funds on the Interregional Road System.
- Allocations should be made with an objective of delivering major local highway improvements at the earliest possible date.
- Geographic equity throughout the subarea should be considered over the term of the Measure.
- SANBAG shall actively engage in planning and project delivery of major local highway projects in collaboration with local jurisdictions and Caltrans in a manner which will minimize the time and cost of project delivery.

Issue 2: Project Eligibility

Allocations of Major Local Highway Project's funds in the Victor Valley should be restricted to State/Federal highways, interchanges, and new corridor alignments.

The Major Local Highway Projects category as listed in the Expenditure Plan cites several State/Federal highways, interchanges, and new corridors. The cited highways fall both within the urban and rural areas of the Victor Valley, allowing for equitable geographic allocations. The estimated Measure I revenue for Major Local Highways will be only a small fraction of the cost for identified project improvements. Although it may be appropriate for "major arterials spanning multiple jurisdictions" to be funded in other subareas, it does not seem appropriate in the Victor Valley given the magnitude of transportation need. The most obvious "major arterials spanning multiple jurisdictions" in the Victor Valley (alternatives to Bear Valley Road, Ranchero Road) are specifically cited in the Expenditure Plan as Local Street Projects.

Issue 3: Corridor Preservation

Allocation of Major Local Highway Projects funds for corridor preservation is consistent with the Victor Valley Subarea Expenditure Plan.

The Major Local Highway Projects category in the Victor Valley Subarea Expenditure Plan specifically names the future High Desert Corridor, as well as improvements to US-395, which is currently under study for a new alignment. The purchase of right-of-way is a recognized cost of highway construction. Advanced purchase of right-of-way using local funds is allowable by the Federal Highway Administration when performed in compliance with federal requirements. Subarea representatives may wish to consider a strategic process of purchasing parcels in an identified alignment if they become available on the market as a mechanism for reducing right-of-way costs in the long term and protecting the alignment.

Issue 4: Periodic review and updating of revenue estimates and subarea needs

The allocation process should include a review of the revenue estimates and identified subareas needs for the term of the Measure.

Review of revenue estimates and identified projects during the allocation process will result in consideration of alternatives which may include assurances related to geographic equity; maintenance of reserves for unanticipated needs and for opportunities to leverage unanticipated funds; and evaluation of projects' impact upon overall subarea circulation.

Issue 5: Fair Share Contributions

Development contributions identified in the SANBAG Nexus Study are a minimum requirement of the program and shall not be considered as leveraged funding.

When submitting potential projects for funding from the Victor Valley Major Local Highway Projects program, local jurisdictions may include other local funding contributions, such as Measure I Local Street Project funds, redevelopment funds, or general funds. A proposed project with additional local funding contributions may increase project competitiveness. In such cases, development mitigation funds identified in the SANBAG Nexus Study are minimum requirements and shall not be considered as leveraged funds, except when the amount of development mitigation exceeds the amount listed in the Nexus Study or is on a project outside the Nexus Study area.

ATTACHMENT 5
POLICY DIRECTION FOR THE RURAL MOUNTAIN/DESERT MAJOR
LOCAL PROJECTS PROGRAM
(Based on input received from the Mountain/Desert Committee on January 19,
2007)

Issue 1: Guiding principles for allocation of Major Local Highway Projects funds in rural subareas:

- Allocations should be made from candidate project lists developed in cooperation with transportation planning partners.
- Allocations should serve to maximize leveraging of private, local, federal, and State dollars, with particular attention to leveraging of Interregional Transportation Improvement Program Funds on the Interregional Road System.
- Allocations should be made with an objective of delivering major local highway improvements at the earliest possible date.
- Geographic equity throughout the subarea should be considered over the term of the Measure.
- SANBAG shall actively engage in planning and project delivery of major local highway projects in collaboration with local jurisdictions and Caltrans in a manner which will minimize the time and cost of project delivery.

Issue 2: Project Eligibility

Allocations for Major Local Highway Project's funds in rural subareas should be allocated for improvements on State/Federal highways, interchanges/intersections, and major arterials spanning multiple jurisdictions based upon a projects contribution to traffic circulation and/or improved safety within the subarea.

The Major Local Highway Projects category, as listed in the Expenditure Plan, cites numerous State/Federal highways and several multi-jurisdictional/subarea projects. The estimated Measure I revenue for Major Local Highways can only be a small contribution toward any substantial project, but the Measure I contribution can nevertheless serve to leverage additional non-Measure funding sources. In certain areas, allocations of Major Local Highway Projects Funds could contribute to safety projects on State highways which may be highly desirable among local jurisdictions and could possibly advance projects funded by State Highway Operations and Protection Program funds. In rural subareas with few State highway project priorities, major arterial projects spanning multiple jurisdictions may be highly desirable. Major arterial projects spanning multiple jurisdictions can improve circulation and can serve as alternative routes to the State highway.

Issue 3: Periodic review and updating of revenue estimates and subarea needs

The allocation process should include a review of the revenue estimates and identified subareas needs for the term of the Measure.

Review of revenue estimates and identified projects during the allocation process will result in consideration of alternatives which may include assurances related to geographic equity; maintenance of reserves for unanticipated needs and/or opportunities to leverage unanticipated funds; and evaluation of projects' impact upon overall subarea circulation.

Issue 4: Development Contributions

Development contributions are considered a requirement of the Measure in rural subareas. Development contributions from development mitigation fee programs in the rural Mountain/Desert subareas should be considered as leveraged funding which could enhance a project's consideration for Major Local Highway Projects funds.

Jurisdictions in rural subareas are not required in Measure I 2010-2040 to participate in the SANBAG Nexus Study and Development Mitigation Program cited in Section VIII of the Measure. However, it is clear in the Measure that "Measure I revenue is not intended to replace traditional revenues generated through locally-adopted development fees and assessment districts." It is also clear that the "transactions and use tax revenue shall not be used to replace existing road funding programs or to replace requirements for new development to provide for its own road needs." Rural subarea jurisdictions are meeting the requirements for development contributions through preparation of Traffic Impact Analysis Reports, conditions of project approvals, fee districts, and other mechanisms. Most jurisdictions in the rural Mountain/Desert subareas are also considering or have established development mitigation programs separate from the SANBAG Nexus Study.

It is anticipated that jurisdictions in the rural subareas may submit projects for funding which include local funding contributions, such as Measure I Local funds, redevelopment funds, general funds, or development mitigation fee program funds. A proposed project with these local funding contributions may increase the competitiveness of a project. In the rural subareas, all of these local funding contributions should be considered as leveraged funds for the purpose of allocating Major Local Highway Project Funds, including those which may be generated from development mitigation fee programs which are not part of the SANBAG Development Mitigation Program.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 9

Date: March 21, 2007

Subject: National Environmental Policy Act (NEPA) Delegation Pilot Program

- Recommendation:**
1. Authorize the Executive Director to sign a Letter of Agreement (C07206) with the California Department of Transportation (Caltrans) to participate in the NEPA Delegation Pilot Program.
 2. Contribute \$104,617 of federal Regional Surface Transportation Program (RSTP) funds to Caltrans for implementation of the NEPA Delegation Pilot Program.

Background: The Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) designated California as one of five states eligible to participate in a National Environmental Policy Act (NEPA) delegation pilot program through the end of SAFETEA-LU in 2009. This pilot program delegates federal environmental responsibilities for federal-aid surface transportation projects under NEPA from the Federal Highway Administration (FHWA) to the State to the degree sought by the State. Caltrans has proposed to take full delegation for all federalized highway and road projects. Caltrans estimates that NEPA delegation could save between two to four months on projects requiring significant consultation with resource and regulatory agencies, such as Environmental Assessments (EA) and Environmental Impact Statements (EIS), by eliminating the often redundant FHWA review and correspondence time. Even Categorical Exclusions (CE) could see time savings by the elimination of FHWA from field reviews and formal consultation correspondence.

Approved
Plans and Programs Policy Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

Caltrans is providing five senior-level and one supervising-level environmental planner positions throughout the State to support implementation of this pilot program for local assistance projects. One of these positions will be in District 8 to support Districts 8 and 11. These positions will be performing FHWA's current oversight role and facilitating consultations with resources and regulatory agencies. In addition, they will be handling the considerable reporting requirements of the pilot program, which include biannual audits by FHWA, process reviews, self-assessments, and reporting to FHWA, the State, and the local agencies benefiting from this delegation. San Bernardino County local agencies expect to process at least seven EAs during the period of the pilot program in addition to reviews in process and CEs, more than any of the other counties benefiting from the new position in District 8.

Caltrans has requested that those counties expected to benefit from this program, essentially all urban regions that receive federal local assistance funds, contribute proportional shares to support the \$1 million annual cost of staffing this program. SANBAG's share of this cost would be 0.12% of the region's total federal local assistance funds, or \$41,847 per year, as shown on Attachment 1. Note that the first payment has been prorated to cover only half of this fiscal year. Although the percentage contribution is based on the total federal local assistance funds apportioned to SANBAG, which includes both Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds, the funds will only be deducted from the RSTP annual apportionment. As a result, approving this contribution will reduce the region's RSTP apportionment by about 0.3% per year. Staff estimates this will be easily offset by the potential project cost savings resulting from what could prove to be a more efficient and streamlined review process. In an effort to quantify these benefits, SANBAG will request that Caltrans provide a periodic performance report that would include a list of projects processed under delegation and anticipated versus actual completion dates of the NEPA delegation activities. In addition, SANBAG expects that continuation of this program past the three-year pilot program will be funded by Caltrans.

- Financial Impact:** This item has no direct impact on the adopted SANBAG Budget. Staff activities associated with this item are consistent with the adopted SANBAG Budget, Task No. 37307000, Federal/State Fund Administration.
- Reviewed By:** This item will be reviewed by the Mountain/Desert Committee on March 16, 2007, and the Plans and Programs Policy Committee on March 21, 2007.
- Responsible Staff:** Andrea Zureick, Senior Transportation Analyst
Ty Schuiling, Director of Planning and Programming

ppc0703a-abz
37307000
Attachment: C07206.doc

ATTACHMENT 1
Proposed Contribution for
NEPA Delegation Pilot Program

Region	Projected Base FFY 2006 Formula OA	<u>Contribution for NEPA</u>		
		FY 06/07	FY 07/08	FY 08/09
Fresno	\$15,180,961	\$9,188	\$18,376	\$18,376
Kern	\$12,611,687	\$7,633	\$15,266	\$15,266
Los Angeles	\$188,145,121	\$113,872	\$227,743	\$227,743
Orange	\$56,373,386	\$34,119	\$68,238	\$68,238
Riverside	\$32,285,867	\$19,540	\$39,081	\$39,081
Sacramento (SACOG)	\$34,125,529	\$20,654	\$41,308	\$41,308
San Bernardino	\$34,570,888	\$20,923	\$41,847	\$41,847
San Diego	\$48,546,070	\$29,382	\$58,763	\$58,763
S.F. Bay Area (MTC)	\$115,490,729	\$69,899	\$139,797	\$139,797
San Joaquin	\$10,980,988	\$6,646	\$13,292	\$13,292
Stanislaus	\$8,645,645	\$5,233	\$10,465	\$10,465
Ventura	\$12,370,181	\$7,487	\$14,974	\$14,974
Imperial	\$1,588,405	\$961	\$1,923	\$1,923
HBP	\$178,194,183	\$107,849	\$215,698	\$215,698
Safety	\$77,019,081	\$46,614	\$93,229	\$93,229
GRAND TOTAL	\$826,128,721	\$500,000	\$1,000,000	\$1,000,000

Note: \$1 million for FY 07/08 and FY 08/09 represents 0.12% of Total Projected Formula OA for FFY 2006.

Regional contributions for FY 06/07 represent one half (or 0.06%) of Total Projected Formula OA for FFY 2006 for the 6 months remaining in FY 06/07.

SANBAG Contract No. C07206

by and between

San Bernardino Associated Governments

and

Caltrans

for

Contribution of Federal Local Assistance Funds for NEPA Delegation Pilot Program

FOR ACCOUNTING PURPOSES ONLY												
<input type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment									
Notes: This is an agreement to allow Caltrans to use \$104,617 in federal Regional Surface Transportation Funds to fund the NEPA Delegation Pilot Program. These funds do not flow through SANBAG, but will be taken off of the top of our regional apportionment.												
Original Contract: \$ <u>104,617</u> Contingency Amount: \$ _____	<table style="width:100%;"> <tr> <td>Previous Amendments Total:</td> <td align="right">\$ _____</td> </tr> <tr> <td>Previous Amendments Contingency Total:</td> <td align="right">\$ _____</td> </tr> <tr> <td>Current Amendment:</td> <td align="right">\$ _____</td> </tr> <tr> <td>Current Amendment Contingency:</td> <td align="right">\$ _____</td> </tr> </table>				Previous Amendments Total:	\$ _____	Previous Amendments Contingency Total:	\$ _____	Current Amendment:	\$ _____	Current Amendment Contingency:	\$ _____
Previous Amendments Total:	\$ _____											
Previous Amendments Contingency Total:	\$ _____											
Current Amendment:	\$ _____											
Current Amendment Contingency:	\$ _____											
Contingency Amount requires specific authorization by Task Manager prior to release.												
Contract TOTAL →				\$ <u>104,617</u>								
↓ Please include funding allocation for the original contract or the amendment.												
Task	Cost Code	Funding Sources	Grant ID	Amounts								
N/A	N/A	N/A	N/A	\$ N/A								
_____	_____	_____	_____	\$ _____								
_____	_____	_____	_____	\$ _____								
Original Board Approved Contract Date: <u>4/4/07</u> Contract Start: <u>4/4/07</u> Contract End: <u>9/30/09</u> New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____												
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:												
Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation → \$ _____										
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, which Task includes budget authority? _____ If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No												
CONTRACT MANAGEMENT												
Please mark an "X" next to all that apply:												
<input checked="" type="checkbox"/> Intergovernmental <input type="checkbox"/> Private <input type="checkbox"/> Non-Local <input type="checkbox"/> Local <input type="checkbox"/> Partly Local												
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %												
Task Manager: Ty Schuiling			Contract Manager: Andrea Zureick									

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: C07206

Form 28 06/06

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE – M.S. 1

1120 N STREET

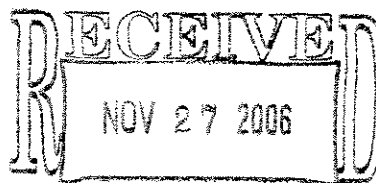
P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 653-1776

FAX (916) 654-2409

TTY (916) 653-4086

SAN BERNARDINO
ASSOCIATED GOVTS*Flex your power!
Be energy efficient!***LETTER OF AGREEMENT**

November 14, 2006

San Bernardino Associated Governments
Mr. Tony Grasso, Executive Director
1170 W. 3rd Street
San Bernardino, CA 92401-1715

The California Department of Transportation (Department) is taking every action possible to prepare for the Federal Highway Administration (FHWA) delegation of National Environmental Policy Act (NEPA) roles and responsibilities to this Department. To date, we have:

- met with resource and regulatory agencies;
- conferred with the other four pilot states on the development of performance measures;
- assembled information needed for the Application and the MOU;
- established Departmental teams to brainstorm transitional issues;
- reviewed past practices to establish a baseline for measuring efficiencies under Delegation;
- outlined State and local agency training needs under Delegation;
- began updating current tracking and reporting systems and drafting changes to Departmental policy, guidance and procedures; and
- obtained a Waiver of Sovereign Immunity.

The Department expects the following actions to be completed and to be fully delegated by Spring 2007:

- FHWA's publication of the final rule on application requirements.
- Completion of the thirty-day public review period for the application.
- FHWA's final review and acceptance of the application.
- Final negotiation of the Memorandum of Understanding (MOU).

The positions needed to assist with local agency project delivery under this delegation have been approved in the Department's budget as reimbursed work. These positions will be immediately utilized, commencing now, to assist with the initial implementation of NEPA Delegation in each district, including record keeping, database management, and regional workshops and training. Once the NEPA Delegation MOU is executed, these positions will thereafter carry out the duties currently performed by FHWA and will facilitate with FHWA audits and reporting.

During the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) consensus team meetings it was understood that the Regions would be required to contribute to the increased cost to the Department for NEPA delegation, since local projects were to be included. The attached sheet shows the prorated cost to each Region per year for the next three (3) years.

Please concur by signing and returning this Letter of Agreement to Mr. Terry L. Abbott, Department of Transportation, Division of Local Assistance, MS1, P.O. Box 942874, Sacramento, CA 94274-0001, by December 15, 2006. Upon your concurrence, the Department's Division of Programming will reduce your apportionment and obligation authority by the amount shown. Please insure your Federal Transportation Improvement Program (FTIP) reflects this reduction from your Regional Surface Transportation Program (RSTP) for each of the next three (3) years.

We greatly appreciate your assistance and look forward to an effective implementation of the NEPA Delegation Pilot Program.

For the Department

A handwritten signature in black ink, appearing to read "Terry L. Abbott", written over a horizontal line.

TERRY L. ABBOTT
Chief
Division of Local Assistance

Attachment

Concurrence:

The San Bernardino Associated Governments agrees to reduce the programming capacity of its Regional Surface Transportation Program (RSTP) by \$20,923 for FY06/07, and \$41,847 per year for FY 07/08 and FY 08/09. The Department is authorized to appropriately program this amount to cover the additional cost to its Local Assistance Program for NEPA delegation.

San Bernardino Associated Governments
Representative

Effective Date

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 10

Date: March 21, 2007

Subject: Proposed Fiscal Year 2007/2008 Draft Budget for Planning and Programming

Recommendation:* Approve Fiscal Year 2007/2008 Draft Budget for Planning and Programming.

Background: During development of the Fiscal Year 2007-2008 Budget for SANBAG, each policy committee is given an opportunity to review and provide input to the tasks and task budgets within its area of oversight. The full narrative descriptions and draft total budget information for the tasks that come under the purview of the Plans and Programs Committee are included separately in the agenda.

The following tasks are presented for Committee review:

Regional & Quality of Life Programs

10108000	Air Quality Planning	Schuiling
10208000	Air Quality Implementation	Kirkhoff
11008000	Regional Transportation Planning	Schuiling
11108000	Freight Movement	Schuiling
11208000	Regional Growth Forecast Development	Schuiling
11608000	Inland Transportation Corridor Plan/CETAP	Schuiling
40508000	Rideshare Management	Kirkhoff
70208000	Call Box System	Kirkhoff
70608000	Intelligent Transportation Systems	Kirkhoff
70408000	Freeway Service Patrol/State	Kirkhoff
70508000	Freeway Service Patrol/I-10	Kirkhoff
70708000	Freeway Service Patrol/I-215/SR-60	Kirkhoff
81208000	Clean Fuels Implementation	Kirkhoff

Approved
Plans and Programs Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

Subregional Transportation Planning and Programming

20208000	Transportation Modeling & Forecasting	Schuiling
20308000	Congestion Management	Schuiling
40908000	Data Development & Management	Schuiling
41008000	Non-Motorized Transportation Plan	Schuiling
50008000	Transportation Improvement Programs	Schuiling
52608000	Sub-Regional Transportation Monitoring	Schuiling
60108005	County Transportation Commission – General	Schuiling
60908000	Agency Strategic Plan	Schuiling
61008000	Project Advancement	Schuiling
40508000	TMEE Program Development	Schuiling
94508000	Victor Valley Transportation Plan	Barmack
40408000	Comprehensive Transportation Plan	Schuiling
70108000	Valleywide Signal Coordination Program	Schuiling

Transit Programs

30908005	General Transit	Bair
31508000	Omnitrans	Bair
31608000	Barstow-County Transit	Bair
31708000	Victor Valley Transit	Bair
31808000	Morongo Basin Transit	Bair
31908000	Social Service Transportation Plan	Bair
32008000	Needles Transit	Bair
32108000	Mountain Area Transit	Bair

Transportation Program & Fund Administration

37307000	Federal/State Fund Administration	Schuiling
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The Fiscal Year 2007/2008 Draft Budget for Planning and Programming tasks totals approximately \$14.88 million, of which \$4.6 million is encumbered from previous years. Of this, \$7.06 million supports SANBAG's planning and programming activities, of which \$4.2 million reflects grants of South Coast Congestion Mitigation/Air Quality (CMAQ) funds to SANBAG as the sponsoring agency for the Valleywide Signal Coordination Program, and \$2.53 million is encumbered from previous years. The balance of the planning and programming activities are supported by state Local Transportation Fund (LTF, \$1.04 million), SB 45 Planning, Programming, and Monitoring funds (\$570,000), along with Measure I Valley Traffic Management and Environmental Enhancement (TMEE) funds (\$772,283), Measure I Valley Administration Funds (\$198,083), Measure I Mountain/Desert Administration Funds (\$10,000), and local contributions for the Congestion Management Program.

The draft Fiscal Year 2007/2008 Budget for SANBAG's Air Quality/Mobility Program totals approximately \$5.97 million, of which \$40,000 is encumbered from previous years. Sources of funding for this program include DMV fees (\$312,144), SAFE Vehicle Registration Fees funds (\$1.48 million), CMAQ funds (\$2.43 million), Freeway Service Patrol Funds (\$2.70 million), TMEE funds (\$831,416), Valley Measure I Major Projects funds (\$34,494), and \$28,928 of LTF.

The draft Fiscal Year 2007/2008 Budget for Transit Programs totals \$2.05 million and is funded primarily with LTF planning funds. Note that this does not include commuter rail activities and rail project development, which are tasks within the purview of the Commuter Rail Committee.

Financial Impact: This item has no financial impact to the adopted SANBAG Budget.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on March 21, 2007.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

TASK: 10108000 AIR QUALITY PLANNING

OBJECTIVE: Identify policy options, provide technical input, and communicate Board policy in regional forums related to development and implementation of regional, State, and Federal air quality plans, emission reduction strategies, and air quality conformity issues affecting San Bernardino County.

ACCOMPLISHMENTS: Past work has focused on development of mobile source emission reduction strategies, including transportation control measures (TCMs), for inclusion in regional and State air quality plans. Following adoption of the State Implementation Plan (SIP) for ozone in 1994, and the regional PM10 plans and revised ozone SIP submittal in 1997, activities focused on revisions to the 1997 Plan which were approved by the United States Environmental Protection Agency in 2000 and 2003. More recent efforts have focused on preparation of the PM_{2.5} and 8 hour ozone SIP. Staff has participated through appointments to the PM10 Advisory Committee in 1995-1996 and the AQMP Advisory Committee beginning in 1997 and continuing to the present. Staff has participated in SCAG's Transportation Conformity Working Group since its inception.

DESCRIPTION: This task provides for SANBAG technical and policy participation in Southern California Association of Governments (SCAG), South Coast Air Quality Management District (SCAQMD), Mojave Desert Air Quality Management District (MDAQMD), California Air Resources Board (CARB), and United States Environmental Protection Agency (EPA) efforts to develop air quality plans & programs, and to maintain air quality conformity.

WORK ELEMENTS:

1. Participate in the technical committees of SCAG, the SCAQMD, the MDAQMD as needed, and other groups to provide input to development and implementation of attainment strategies included in Air Quality Management Plans and the State Implementation Plan.
2. Provide information and analysis to the SANBAG Board of Directors regarding AQMD, CARB, and EPA plans, policies, and programs which may impact SANBAG's transportation programs, local governments, and the private sector in San Bernardino County.
3. Participate with public and private interests to study air quality issues important to the Inland Empire, and to formulate and advocate positions to benefit San Bernardino County.
4. Represent SANBAG and, as needed, provide administrative support to technical and policy committees of the SCAQMD and MDAQMD in their efforts to address mobile source planning and conformity issues.

PRODUCT: Policy and planning products are cost-effective air quality strategies needed to meet State and Federal clean air requirements. Interim products include ongoing reports to the SANBAG Board of Directors and policy committees, and coordination of subregional input to the regional plans and conformity analyses.

FUNDING

SOURCES:

<u>\$70,187</u>	Measure I Valley Traffic Management and <u>Environmental Enhancement Fund</u>
<u>\$70,187</u>	<u>TOTAL NEW BUDGET</u>
\$ 0	Total Anticipated Encumbrances on 06/30/07
\$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 10108000 Air Quality Planning
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	11,172	16,530	19,421
Fringe Allocation	9,222	12,358	13,744
Indirect Allocation	24,031	27,057	29,772
Contributions/Other Agencies	5,000	5,000	6,000
Meeting Expense	800	1,000	500
Mileage Reimb/SANBAG Only	285	400	250
Office Expense	0	100	100
Postage	2	0	50
Printing – Internal Only	0	0	100
Printing – Miscellaneous	0	50	50
Professional Services	906	0	0
Travel - Other	74	200	200
Travel - Air	0	300	0
Total New Budget	\$0	\$0	\$70,187
Total Actual/Planned Budget	\$51,492	\$62,995	\$70,187

TASK: 10208000 AIR QUALITY IMPLEMENTATION

OBJECTIVE: Improve air quality and mobility in San Bernardino County through the implementation of mobile source emission reduction strategies.

ACCOMPLISHMENTS: Past work has focused on implementing mobile source emission reduction programs, including Transportation Control Measures (TCM), through Assembly Bill (AB) 2766 discretionary and local programs. SANBAG has participated actively in the Mobile Source Air Pollution Reduction Review Committee (MSRC) within the South Coast Air Quality Management District (SCAQMD). Staff has served as vice-chair and then chair of the MSRC's Technical Advisory Committee (MSRC-TAC) from 1995 through 2000, and chair of its Zero Emission Vehicle (ZEV) and Ultra Low Emission Vehicle (ULEV) Committee from 1996 to 2002. Staff began serving as chair of the Administrative Subcommittee in 2004, and the SANBAG representative on the MSRC began serving as MSRC chair in 2004. This has enabled SANBAG to leverage substantial funding for air quality programs to the County. Staff has also chaired and participated on the Mojave Desert Air Quality Management District's (MDAQMD) subvention fund call for project since inception.

DESCRIPTION: This task provides for policy and staff-level opportunities to interact and influence implementation policies and programs at the SCAQMD, MDAQMD, Environmental Protection Agency (EPA), California Air Resources Board (CARB), Department of Energy (DOE) and the MSRC. SANBAG's involvement in the introduction of alternative fuel vehicles into the region also provides for close coordination with other organizations such as the National Electric Drive Transportation Association, Natural Gas Coalition, Southern California Edison, The Gas Company, and Southwest Gas, which are crucial to the success of this task. SANBAG will also continue to assist local jurisdictions which may be subject to CARB and SCAQMD regulations governing fleet and transit vehicles. Staff will continue to support the MSRC chair, as well as serve as chair to the MSRC Administrative Subcommittee and other ad-hoc committees as required.

WORK ELEMENTS:

1. Represent SANBAG and, as needed, provide administrative support to technical and policy committees of the SCAQMD and MDAQMD, including committees that oversee allocation of discretionary AB 2766 funds to projects that reduce mobile source air emissions.
2. Participate in the MSRC efforts to implement clean/alternative fuel programs in the South Coast Air Basin.
3. Assist San Bernardino County fleets/site owners in securing funding sources from the MSRC and other sources for clean or alternative vehicle implementation.
4. Represent SANBAG with State and national alternative fuel committees, and participate in other public and private committees and organizations with shared interest

in achieving air quality implementation program objectives, including SCAQMD, CARB, DOE, utilities, and economic development agencies.

5. Support through regulatory or legislative means any assistance towards the introduction of alternative fuel vehicles into California.

PRODUCT: Interim products include, as needed, reports to the SANBAG Board of Directors and policy committees. Implement new infrastructure programs, as well as other vehicle conversion projects.

FUNDING

SOURCES: \$ 7,629	Local Transportation Fund – Planning
	Measure I Valley Traffic Management and
<u>\$68,664</u>	<u>Environmental Enhancement Fund</u>
<u>\$76,293</u>	<u>TOTAL NEW BUDGET</u>
\$ 0	Total Anticipated Encumbrances on 06/30/07
\$ 0	Unbudgeted Obligations in Contracts Approved Prior to
	FY 2007/2008

MANAGER: Michelle Kirkhoff

TASK NO. 10208000 AIR QUALITY IMPLEMENTATION
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	13,370	16,145	18,801
Fringe Allocation	11,036	12,070	13,305
Indirect Allocation	28,758	26,426	28,822
CNG Van	0	427	465
Commissioner's Fees	1,000	1,200	1,200
Consulting Fees	3,506	5,000	10,000
Meeting Expense	121	250	250
Mileage Reimb/SANBAG Only	440	1282	1,400
Office Expense	3	150	150
Postage	2	250	250
Printing – Internal Only	0	0	50
Printing - Miscellaneous	0	250	250
Professional Services	0	300	500
Training/Membership	0	500	500
Travel – Other	50	100	100
Travel – Air	0	250	250
Total New Budget	\$0	\$0	\$76,293
Total Actual/Planned Budget	\$58,286	\$64,600	\$76,293

TASK: 11008000 REGIONAL TRANSPORTATION PLANNING

OBJECTIVE: Develop and coordinate countywide input to updates and amendments of the Regional Transportation Plan as needed to meet State and Federal requirements. Represent the subregion on the Southern California Association of Governments' (SCAG's) advisory committees which provide technical recommendations and policy direction at the regional level. Coordinate and implement subregional programs needed to meet State and Federal transportation and mobile source emissions mandates. Develop and coordinate strategies to maintain intercounty mobility.

ACCOMPLISHMENTS: Consistent with SANBAG's Memorandum of Understanding and subsequent contracts, SANBAG coordinates and provides subregional and County Transportation Commission input to the Regional Transportation Plan (RTP). SANBAG has provided substantive input to the 1994, 1998, 2001, and 2004 Regional Transportation Plans (RTPs). These RTPs also served as the basis for the mobile source elements of the South Coast Air Quality Management Plans (AQMPs). SANBAG was very active in many venues in its efforts to address critical RTP issues including impacts of growth, regional aviation, transportation finance, and freight movement, in part through its role as chair of SCAG's RTP Technical Advisory Committee. SANBAG is again chairing the Technical Committee for the 2008 RTP. The countywide Comprehensive Transportation Plan serves as a basis for SANBAG's input to Regional Transportation Plan updates (see Task 40407000). This task has also included participation in numerous SCAG technical committees related to regional transportation and mobile source emission reduction planning, technical support for SCAG delegates from San Bernardino County on regional transportation planning issues, and coordination with other subregional agencies and County Transportation Commissions in regional transportation planning, transportation plan implementation, and addressing intercounty travel demand.

DESCRIPTION: Coordinate, compile, and prepare local and subregional input to the Regional Transportation Plan and other mandated plans and studies prepared by SCAG pursuant to SANBAG's Memorandum of Understanding with SCAG. In addition, review and recommend revisions to the Regional Transportation Plan and related documents, coordinate with other subregional agencies throughout the region in addressing these issues, and provide technical support to SCAG delegates representing San Bernardino County. Performance of certain elements of this task may be completed with consultant assistance.

WORK ELEMENTS:

1. Provide technical input and policy recommendations to the 2008 Regional Transportation Plan. Regional goods movement issues to be addressed through regional transportation planning efforts are detailed in the description of Task 11108000. Represent SANBAG on steering and technical committees with oversight responsibility for components of the Regional Transportation Plan, including SCAG's Plans and Programs Technical Advisory Committee, the Regional/Subregional Relations Task Force, the

Subregional Coordinating Committee, the Transportation Finance Task Force, and the Aviation Task Force.

2. Coordinate development and inclusion in the RTP of South Coast Air Basin transportation control measures (TCM's) consistent with the TCM structure defined by the State Implementation Plans for ozone and PM10.
3. Coordinate with SCAG and other subregions to address regional or intercounty transportation planning and implementation issues.
4. Provide technical support as needed for SCAG delegates regarding regional transportation issues.
5. Coordinate public outreach and information dissemination regarding the Regional Transportation Plan and transportation-related technical and policy issues facing the region.
6. Assist SCAG in its efforts to address environmental justice, geographic equity, and transportation sustainability issues associated with the required transportation strategy.
7. Work with adjoining counties to develop strategies to maintain intercounty mobility.

PRODUCT: Written materials include subregional project lists and other products and recommendations for incorporation into regional transportation plans and programs; informal and formal comments and recommendations related to draft Regional Transportation Plan prepared by SCAG, reporting on TCM implementation as needed to support air quality conformity findings by SCAG, intercounty corridor studies, and other documents, analyses, presentations, and forums on regional transportation issues as needed by Board members, SCAG delegates, or the general public.

FUNDING

SOURCES:	\$40,268	Local Transportation Fund – Planning
		Measure I Valley Traffic Management and
	<u>\$40,268</u>	<u>Environmental Enhancement Fund</u>
	<u>\$80,536</u>	<u>TOTAL NEW BUDGET</u>
	\$ 0	Total Anticipated Encumbrances on 06/30/07
	\$ 0	Unbudgeted Obligations in Contracts Approved prior to
		FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 11008000 Regional Transportation Planning
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	34,257	29,210	24,543
Fringe Allocation	28,277	21,837	17,369
Indirect Allocation	73,684	47,811	37,624
Contributions/Other Agencies	1,000	0	0
Inland Modeling Fee for Svcs.	-3,000	0	0
Meeting Expense	36	200	200
Mileage Reimb/SANBAG Only	544	600	300
Office Expense	2	100	50
Postage	30	50	50
Printing – Internal Only	0	0	50
Printing – Miscellaneous	0	100	50
Training/Membership	2,025	2,500	0
Travel – Other	564	400	300
Total New Budget	\$0	\$0	\$80,536
Total Actual/Planned Budget	\$66,332	\$102,808	\$80,536

TASK: 11108000 FREIGHT MOVEMENT

OBJECTIVE: Develop and implement goods movement strategies needed to support the economic growth and development of the SANBAG subregion, while minimizing or mitigating adverse transportation and air quality impacts associated with the SANBAG region's position astride the largest freight movement corridor in the nation. To support these goals, coordinate countywide input to updates or revisions to Regional, State, and federally mandated regional plans which relate to goods movement, represent the subregion on the Southern California Association of Governments' (SCAG) advisory committees which provide technical direction and policy recommendations related to and affecting goods movement, and conduct subregional studies.

ACCOMPLISHMENTS: Consistent with SANBAG's Memorandum of Understanding with SCAG, SANBAG has conducted goods movement-related analyses and has participated in regional and State committees to address freight movement issues, with a focus on providing input to the SCAG Regional Transportation Plan, the countywide Comprehensive Transportation Plan, the Multi-County Goods Movement Action Plan (McGMAP), the State Goods Movement Action Plan, and the State Implementation Plan. This task has also included participation in SCAG's Goods Movement Task Force, SCAG's Truck Lanes Task Force, the Alameda Corridor-East (ACE) Construction Authority, completion of the Inland Goods Movement: Rail Crossing Improvement Plan, preparation of the AB 2928 ACE Trade Corridor Plan, technical support for the Alameda Corridor East Ad Hoc Committee and SCAG delegates from San Bernardino County, and coordination with other agencies in regional goods movement planning and implementation efforts such as the East Valley Truck Study finalized in FY 2004, the Subregional Freight Movement Truck Access Study finalized in FY 2005, and the Inland Port and Multi-County studies finalized in 2007. The Subregional Freight Movement study collected data on truck activity in the West Valley area of San Bernardino County.

DESCRIPTION: Coordinate, compile, and prepare local and subregional input to regional and State transportation plan updates and focused freight movement studies. Facilitate goods movement and mitigate associated goods and freight movement impacts pursuant to the SANBAG Valley Intermodal Study, the AB 2928 Alameda Corridor-East Plan, the McGMAP and the Inland Port Study. SANBAG coordinates with other agencies throughout the region, as needed, to address freight movement issues, provides technical support to SCAG delegates representing San Bernardino County on SCAG committees and task forces, including participation with the ACE Construction Authority, and assists SANBAG members seeking to address goods movement issues in various state and local arenas.

WORK ELEMENTS:

1. Develop technical input and policy recommendations as needed through and for regional goods movement studies conducted by SCAG, Caltrans, SANBAG, other subregional agencies and transportation commissions, and participate on steering

committees for those studies managed by other agencies, including SCAG's Goods Movement Task Force and the Multi-County Goods Movement Action Plan.

2. Oversee implementation programs for grade crossing improvements on the ACE freight corridors and Metrolink lines throughout the County. Work with local jurisdictions, as necessary, to address freight movement issues and impacts.
3. Coordinate development, implementation, and documentation of emission reduction strategies affecting goods movement within the South Coast Air Basin through Federal Ozone and PM Attainment Plans, including the 2007 South Coast Air Quality Management Plan.
4. Coordinate with other subregions, SCAG, and State and Federal Agencies in addressing regional goods movement issues, including goods movement issues associated with the Regional Transportation Plan, and more focused regional and subregional efforts such as the Southern California Multi-County Goods Movement Action Plan.
5. Provide technical support as needed for SCAG delegates regarding regional goods movement issues.
6. Assist in public outreach and information dissemination regarding technical and policy issues associated with goods movement.

PRODUCT: Written materials include products of subregional and regional goods movement studies and other goods movement-associated recommendations for incorporation into regional plans; review and comment on the State Goods Movement Action Plan and the Multi-County Goods Movement Action Plan; other documents or analyses of regional goods movement issues as needed by Board members, SCAG delegates, or the general public, and prioritized implementation programs for grade crossing and other freight related improvements.

FUNDING

SOURCES:	\$115,287	Local Transportation Fund – Planning
		Measure I Valley Traffic Management and
	<u>\$115,286</u>	<u>Environmental Enhancement Fund</u>
	<u>\$230,573</u>	<u>TOTAL NEW BUDGET</u>
	S 0	Total Anticipated Encumbrances on 06/30/07
	S 0	Unbudgeted Obligations in Contracts Approved prior to
		FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 11108000 Freight Movement
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/2006 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	53,171	56,601	61,429
Extra Help	86	0	43,473
Fringe Allocation	43,890	42,315	94,171
Indirect Allocation	114,368	92,645	0
Contributions/Other Agencies	125,000	0	25,000
Meeting Expense	0	2,000	1,000
Mileage Reimb/SANBAG Only	1,313	1,000	1,000
Office Expense	190	0	0
Postage	0	500	500
Printing – Miscellaneous	0	1,000	1,000
Professional Services	31	0	500
Training/Membership	12,725	1,000	1,000
Travel – Air	287	750	1,000
Travel – Other	990	500	500
Total New Budget	\$0	\$0	\$230,573
Total Actual/Planned Budget	\$352,051	\$198,311	\$230,573

TASK: 11208000 REGIONAL GROWTH FORECAST DEVELOPMENT

OBJECTIVE: Develop and coordinate countywide input and understanding of updates, revisions, refinement, policies, or other issues associated with the Regional Growth Forecast used as the basis for State and federally mandated regional plans, including the Regional Transportation, Air Quality, and Housing Plans, and preparation of subregional and corridor travel demand forecasts. Represent the subregion on Southern California Association of Governments' (SCAG) or other advisory committees which provide technical direction and policy recommendations relating to economic and demographic forecasting at the regional level, and the distribution of growth in population, housing, and jobs throughout the region. Focus is on development of the Regional Growth Forecast for the 2008 Regional Transportation Plan (RTP) and its implications in relation housing.

ACCOMPLISHMENTS: SANBAG, in cooperation with member agencies and SCAG, supported and performed analyses of SCAG's "No Project" and "Planned" Growth Forecasts for the 2004 RTP. This task also included participation in several SCAG technical and policy committees related to regional growth-related issues including ex-officio membership on the Growth Visioning Subcommittee of the Community Economic & Human Development Committee (CEHD), support for SCAG delegates from San Bernardino County, and coordination with other subregional agencies in regional planning efforts. SANBAG was also active in preparation of the Growth Forecast for the 2008 RTP.

DESCRIPTION: Coordinate, compile, prepare, and, as needed, analyze local and subregional input to the Regional Growth Forecast, to be used as the basis for the 2008 RTP, preparation of travel demand forecasts, and other planning needs. In addition, coordinate with SCAG and other subregional agencies throughout the region to develop criteria, procedures, and policies to assure the credibility of growth forecasts in light of other factors and support the interests of San Bernardino County in regional growth visioning efforts. The budget includes match for SCAG funds for central and east Valley visioning efforts to augment ongoing West Valley growth visioning efforts. Provide technical support to SCAG delegates representing San Bernardino County on these issues.

WORK ELEMENTS:

1. Provide technical input and policy recommendations as needed for development of the Regional Growth Forecast for the 2008 RTP.
2. Coordinate local agency review of draft growth forecasts.
3. Coordinate member agency and SCAG efforts to translate growth vision forecasts to desirable land use and land development scenarios for consideration by the local governments in their growth policy and planning deliberations.
4. Coordinate with SCAG and other subregions in addressing regional growth-related planning, policy, and implementation issues.

5. Provide technical support as needed for SCAG delegates regarding regional growth and forecasting issues.

6. Assist in public outreach and information dissemination regarding technical and policy issues and implications associated with the amounts and distribution of demographic and economic growth of the region and subregion.

PRODUCT: Documents and/or analyses of regional growth forecasts or forecasting issues as needed by Board Members, SCAG delegates, the general public, and transportation analysts and modelers.

Other products include delegate briefings and public outreach as appropriate.

FUNDING

SOURCES:	\$ 50,564	Measure I Valley Traffic Management and Environmental Enhancement Fund
	<u>\$ 50,564</u>	<u>Local Transportation Fund – Planning</u>
	<u>\$101,128</u>	<u>TOTAL NEW BUDGET</u>
	\$138,584	Total Anticipated Encumbrances on 06/30/07
	\$ 0	Unbudgeted Obligations in Contracts Approve prior to FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 11208000 Regional Growth Forecast Development
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$138,584
Professional Services			138,584
Line Item			
Salaries	8,294	21,333	30,897
Fringe Allocation	6,846	8,174	21,866
Indirect Allocation	17,839	17,896	47,365
Communications	0	100	50
Contributions/Other Agencies	0	250,000	0
Meeting Expense	0	1,000	500
Mileage Reimb/SANBAG Only	0	500	200
Office Expense	3	200	100
Postage	0	100	100
Printing – Internal Only	0	0	50
Printing – Miscellaneous	0	200	0
Professional Services	0	287,168	0
Travel – Other	10	0	0
Total New Budget	\$0	\$0	\$101,128
Total Actual/Planned Budget	\$32,992	\$586,671	\$239,712

TASK: 11608000 INLAND TRANSPORTATION CORRIDOR PLAN/CETAP

OBJECTIVE: Improve mobility and connectivity between the East Valley communities of San Bernardino County and west-central Riverside County in a way that avoids undue traffic impacts to any individual community.

ACCOMPLISHMENTS: A need for improved connections between the East Valley of San Bernardino County and the greater Moreno Valley area of Riverside County, beyond the benefits of improvements to I-215, was recognized in the early 1990's by both SANBAG and Riverside County representatives. The issue became a focus of joint study involving the local jurisdictions and transportation commissions of both counties. Evaluation of a comprehensive set of alternatives led to recommendations in 2003 for improvements to two existing corridors and development of a new corridor to improve conventional highway connections between the two areas.

DESCRIPTION: Activities in this task may include additional planning level or detailed engineering level consideration of alternate alignments and designs of corridor improvements, a broad range of environmental analysis, from sensitivity level screening to detailed project evaluation in support of selection of preferred alternatives, and staff support for elected representatives of participating local jurisdictions. The budget includes partial funding to analyze a proposed connection from Pigeon Pass to I-10 at Riverside Avenue. Activities are also expected to include public outreach, solicitation of public input and other efforts to gain consensus, preservation and acquisition of necessary rights-of-way, and environmental clearance and project design ultimately leading to construction of needed improvements.

WORK ELEMENTS:

1. Consideration of alternate alignments and designs of corridor improvements
2. Environmental analysis of corridor and design alternatives
3. Staff support for elected representatives of participating local jurisdictions
4. Public outreach, facilitation, and solicitation of public input
5. Preservation and acquisition of necessary rights-of-way
6. Environmental clearance and project design

FUNDING

SOURCES:

<u>\$29,128</u>	Measure I Valley Traffic Management and <u>Environmental Enhancement Fund</u>
<u>\$29,128</u>	<u>TOTAL NEW BUDGET</u>
\$ 0	Total Anticipated Encumbrances on 06/30/07
\$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 11608000 Inland Transportation Corridor Plan/CETAP

MANAGER: Ty Schuiling

**BUDGET COMPARISON
2007/2008 Proposed Budget**

	2005/2006 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	5,779	7,228	8,803
Fringe Allocation	4,770	5,404	6,230
Indirect Allocation	12,430	11,831	13,495
Communications	0	50	0
Contributions/Other Agencies	0	100,000	0
Meeting Expense	0	100	100
Mileage Reimb/SANBAG Only	32	100	100
Office Expense	0	100	100
Postage	0	50	100
Printing – Miscellaneous	0	200	200
Travel – Other	0	100	0
Total New Budget	\$0	\$0	\$29,128
Total Actual/Planned Budget	\$23,011	\$125,163	\$29,128

TASK: 40608000-A RIDESHARE MANAGEMENT

OBJECTIVE: To reduce congestion, increase mobility, and improve air quality through programs targeted at reducing single occupant vehicle trips. Trips will be reduced through assistance to county employers and through the provision of direct incentives to county residents, promoting the modes of carpooling, vanpooling, buspooling, bus transit, rail transit, bicycling, walking, and telecommuting.

ACCOMPLISHMENTS: SANBAG has been directly involved in the oversight/implementation of trip reduction programs since the 1970's. In 1990, State funding of Rideshare programs began to decline and SANBAG began playing an important role in efforts to maintain a consistent level of trip reduction assistance and assuring that programs are continued within the County. Since Fiscal Year 1993/1994, SANBAG has funded a program that provides direct incentives to commuters (Option Rideshare). Since Fiscal Year 1995/1996, SANBAG has funded and implemented other programs that provide assistance to employers in complying with air quality regulations. Throughout the past decade, SANBAG staff played a key role in implementation discretionary sources of funding, such as Senate Bill 836 (voluntary rideshare programs) and the Rideshare2Rails funding with the Cities of Rialto and San Bernardino. In FY 2004/2005, SANBAG began a Park'N'Ride (PNR) lease program, which reimburses business for the use of their parking spaces for PNR purposes, in lieu of constructing and owning PNR's. Also during Fiscal Year 2004/2005, SANBAG participated in the deployment of a regional commuter assistance website, www.commutesmart.info. In Fiscal Year 2005/2006, SANBAG along with the three other Southern California transportation commissions implemented a regional guaranteed ride home (GRH) program that assists rideshare commuters with rides home during emergencies. In Fiscal Year 2006/2007, two PNRs were constructed and open to the public (one in Fontana and one in Crestline) and additional leased PNRs were opened as well. Staff also worked with regional partners to release and select a provider for a 511 traveler information number and website, which has yet to be finalized. Staff also worked with Orange and Los Angeles counties in their development of a permanent/ongoing subsidy for vanpools that terminate in their county. These programs impact San Bernardino as the vanpools may originate in this county and would benefit county commuters and this program would also have an impact on federal transit data reports.

DESCRIPTION: SANBAG will represent San Bernardino County in the planning, funding, and implementation of a variety of trip reduction strategies. SANBAG will assist in the oversight of regional rideshare studies and activities through the Southern California Association of Governments (SCAG), the Regional Transportation Agencies Coalition, Caltrans and the Mobile Source Air Pollution Reduction Review Committee (MSRC). SANBAG will oversee trip reduction strategies implemented through contracts with the Riverside County Transportation Commission (RCTC) and Los Angeles County Metropolitan Transportation Authority (MTA), and possible other vendors, which includes assistance to employers in the development and implementation of trip reduction programs, developing/deploying survey tools, distribution of RideGuides, technical assistance/analysis, assistance/analysis of the impact of air quality regulations on employer programs, incentive program implementation (Option Rideshare) and the reward program

implementation (Team Ride). SANBAG will continue implementation of its' PNR lease program and expand that program as needed and assist/promote PNR locations funded through Congestion Mitigation and Air Quality (CMAQ) funding, by Caltrans (one in Fontana) and two locations in Victorville. Staff will work towards transitioning the current regional commuter website (www.CommuteSmart.info) and traveler information phone number (800 Commute and 866 Rideshare) to a 511 number. Since that program is yet defined and a contractor has not been selected, contingency funding has been included in this budget for startup and operations. As Orange and Los Angeles counties implement their permanent vanpool subsidy program, Staff will monitor those programs and possibly bring back options to the Board for a San Bernardino implementation.

WORK ELEMENTS:

1. Execute POs with the MTA and other consultants for marketing services, program implementation and/or monitoring.
2. SANBAG oversight of RCTC and RCTC's consultant of all trip reduction programs, including, the rideshare databases and RideGuide dissemination, teleservices, employer services programs, Option Rideshare incentive programs, Team Ride reward programs, and one-time grant funded programs, as they arise.
3. Possible contracts or purchase orders with partner agencies and/or vendors in the implementation of a regional 511 program.
4. Participation on regional and statewide committees relative to seeking/maintaining funding, and developing/implementing rideshare programs/strategies, such as participation at the Air Districts, MSRC, SCAG, Regional Rideshare Implementation Committee (RRIC), 1-800-COMMUTE, 1-866-RIDESHARE, 511 Implementation Committee, the Telecommuting Partnership, and California Association of Councils of Governments (CALCOG).
5. Work closely with the MSRC as it implements grants and other funding programs for ridesharing. Provide feedback, and participate in rideshare studies conducted by other public agencies.
6. Solicit public/private interest to lease their parking, for PNR spaces, through the RCTC contract. Assist agencies in the development and construction of permanent PNR lots, funded through CMAQ.
7. Compile funding requests and applications, reimbursements, and reports relative to SANBAG's reimbursement of expenses for the rideshare programs.
8. Monitor regional implementation of a permanent/ongoing vanpool subsidy and if appropriate, bring to the board recommendations for a San Bernardino implementation.

PRODUCT: Provide periodic Board updates and reports relative to reducing congestion and improving air quality in the two air basins.

FUNDING

SOURCES:	\$655,100	Congestion Mitigation/Air Quality Funding
		Measure I Valley Traffic Management and
	<u>\$213,245</u>	<u>Environmental Enhancement Fund</u>
	<u>\$868,345</u>	<u>TOTAL NEW BUDGET</u>
	\$ 0	Total Anticipated Encumbrances on 06/30/07
	\$ 2,655	Unbudgeted Obligations in Contracts Approved Prior to
		FY 2007/2008

MANAGER: Michelle Kirkhoff

TASK NO. 40608000-A RIDESHARE MANAGEMENT
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	51,035	49,035	57,290
Fringe Allocation	34,704	36,659	40,544
Indirect Allocation	112,276	80,261	87,826
C N G Van	1,166	641	700
Consulting Fees	0	19,450	25,000
Meeting Expense	1,500	1,500	0
Mileage Reimb/SANBAG Only	1,895	3,097	3,375
Office Expense	250	250	250
Printing – Internal Only	0	0	500
Printing – Miscellaneous	10,000	5,000	40,000
Postage	250	150	500
Professional Services	128,500	94,741	602,360
Training/Membership	2,000	2,000	2,000
Travel – Air	1,000	2,850	3,250
Travel – Other	450	3,250	3,250
Total New Budget	\$0	\$0	\$868,345
Total Actual/Planned Budget	\$345,026	\$298,884	\$868,345

TASK: 70208000 CALL BOX SYSTEM

OBJECTIVE: To maintain and operate a countywide motorist aid call box system responsive to the needs of motorists in San Bernardino County.

ACCOMPLISHMENTS: -- The San Bernardino Service Authority for Freeway Emergencies (SAFE) has administered the San Bernardino County Call Box Program since 1987. Since the program's inception, the SAFE has installed over 1,750 call boxes on approximately 1,800 highway miles. As the 3rd largest program in the State, assistance has been provided to over 1.4 million motorists'. Staff has developed and updated a photo-log and database of call box sites. Since 2002, all call boxes in San Bernardino and Riverside counties first go to a private Call Answering Center (CAC). During Fiscal Year (FY) 2002/2003 an additional 42 call boxes were also installed along State Route 210 and in FY 2005/2006, 18 additional call boxes were installed on SR 330 and SR 18 to Big Bear. In FY 2005/2006, the system was upgraded to accept a digital cellular signal. In FY 2006/2007, 180 call boxes were removed in the valley portion of the county, in response to a decline in call volume and new freeway service patrol. The boxes were also upgraded to improve service to persons with physical/mobility disabilities, and the agency began the upgrade with devices to assist persons with hearing/speech impairments.

DESCRIPTION: Maintain the existing network of approximately 1,450 call boxes on the County's highways. Maintain positive working relationships with Caltrans and the CHP who are partners in the program. Oversee contractor roles in the program implementation. Interact with adjacent county call box programs and SAFEs throughout the State. Continue to develop strategies to reduce costs and increase revenues. Continue the Inland Empire call box CAC, and work with other SAFEs to join in on this very cost-effective program. Continue the upgrade to specific call boxes so that they can better assist persons with hearing and speech impairments. Continue to explore the feasibility of a motorist assistance program from cell phones. Install additional call boxes on the new highway segments of State Route 210 that will open in 2007. Contracts and purchases may include relationships with: CHP, call answering center provider, CalSAFE, the Riverside County Transportation Commission (RCTC), management consultants, maintenance and installation contractor, warehouse for excess call box inventory, wireless telephone service provider(s), and a telephone provider. Local Funds consists of reimbursements from RCTC, interest earnings and knockdown recovery.

WORK ELEMENTS:

1. Manage day-to-day operations/maintenance of the Call Box Program.
2. Oversee work performed by consultants and other agencies, for the Motorist Aid Call Box System, including the following contracts and/or purchase orders:
 - a. contract(s) with maintenance and installation contractor;
 - b. contract with the CHP for liaison work;

- c. contract with a CAC contractor for dispatch services;
 - d. contract with RCTC to reimburse SANBAG for CAC services;
 - e. contract with one or more wireless providers;
 - f. purchase orders/contracts with consultants for call box management;
 - g. contract with knockdown recovery services consultant;
 - h. purchase order with a warehouse for excess call box inventory;
3. Install call boxes on the new portion of State Route 210 opening in 2007, as well as any other gaps in the network, as needed.
 4. Ensure knocked-down or damaged call boxes are replaced or repaired in a timely manner to minimize inconvenience to motorists.
 5. Work with Caltrans to monitor/analyze data from call box traffic counters.
 6. Update and maintain digitized photo log, call box locations via longitude/latitude indicators and global positioning systems, coordinate transfer of digital data from contractors for input into SANBAG Data Management Office.
 7. As needed, make presentations to SANBAG Policy Committees and Board, regarding updates to the implementation plan, upgrades to the system, as well as other safety and other improvements needed to the existing network.
 8. Seek additional funding and/or legislative action, so that the program may continue to be maintained and operated beyond the existing funding sources.
 9. Temporarily remove and/or install call boxes along highway construction corridors throughout the county, assisting Caltrans/CHP with traffic mitigation.
 10. Upgrade call boxes to assist persons with speech/hearing impairments.
 11. Explore implementing a motorist aid program from cell phones.

PRODUCT: Operate an efficient Call Box Program providing maximum benefits to the public. Products include the installation of new call boxes where appropriate, the repair or installation of call boxes which have been damaged/knocked down, and other upgrades/improvements. Oversee and monitor the CAC, ensuring a high level of quality/assistance to the motoring public.

FUNDING

SOURCES: \$1,478,059 SAFE Vehicle Registration Fees Fund

\$1,478,059 TOTAL NEW BUDGET

S 40,000 Total Anticipated Encumbrances on 06/30/07
 \$1,892,914 Unbudgeted Obligations in Contracts Approved Prior to
 FY 2007/2008

MANAGER: Michelle Kirkhoff

TASK NO. 70208000 CALL BOX SYSTEM
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$40,000
Maintenance of Equipment			40,000
Line Item			
Salaries	72,669	78,493	77,371
Fluor Staff	11	0	20,000
Fringe Allocation	59,984	58,681	54,755
Indirect Allocation	156,305	128,477	118,610
Project Mgmt Indirect Alloc.	0	2,843	0
C N G Van	0	320	350
Communications	99,453	130,970	116,184
Consulting Fees	3,284	20,030	30,000
MACB Technical Services	340	176,868	0
Maintenance of Equipment	1,561,516	1,592,392	847,233
Meeting Expense	356	1,000	1,000
Mgt. & Tech. Services	181,845	0	166,046
Mileage Reimb/Non-employee	0	445	500
Mileage Reimb/SANBAG Only	521	1,139	1,250
Office Expense	357	500	500
Postage	163	350	350
Printing – Internal Only	0	0	50
Printing – Miscellaneous	953	2,000	2,000
Professional Services	54,935	108,768	37,000
Record Equipment/Storage	2,198	1,592	2,000
Training/Membership	500	250	250
Travel – Air	598	1,250	1,250
Travel – Other	383	1,350	1,350
Total New Budget	\$0	\$0	\$1,478,049
Total Actual/Planned Budget	\$2,196,371	\$2,307,718	\$1,518,049

TASK: 70608000 INTELLIGENT TRANSPORTATION SYSTEMS

OBJECTIVE: To develop and implement Intelligent Transportation Systems (ITS) within San Bernardino County and within the region, for the safe and efficient movement of people and goods, resulting in improvements in air quality, congestion and mobility.

ACCOMPLISHMENTS: Since Fiscal Year 1995/1996, SANBAG has participated on the Southern California ITS Priority Corridor Steering Committee and was instrumental in securing Federal funding for the design and implementation of the Fontana-Ontario Advanced Traveler Management Information Systems (ATMIS) project. In cooperation with Caltrans and the Riverside County Transportation Commission (RCTC), the first Inland Empire ITS Strategic Plan was completed in 1997, outlining the strategies and a vision for ITS deployment in the Inland Empire. Fiscal Year 2001/2002 kicked off the planning and funding of an Inland Empire Transportation Management Center (IE TMC) of which SANBAG has been instrumental in moving the project forward. In FY 2005/2006, both the SANBAG Board and the Riverside County Transportation Commission (RCTC) approved the use of federal Congestion/Mitigation and Air Quality (CMAQ) and federal funds, towards its share of funding for building construction. Other activities to date include securing property for the TMC location, completion of the environmental impact report and the Project Study Report, preliminary design and final design. In FY 2002/2003, SANBAG, RCTC, Caltrans and the City of Fontana lead a consultant effort to complete the Inland Empire Architecture Plan, in response to federal guidelines. In FY 2004/2005, SANBAG updated its Inland Empire Architecture Plan, and contributed towards the completion of a Regional ITS Architectural Plan.

DESCRIPTION: Continue participation in developing and implementing ITS strategies within the County. Staff will participate on regional committees, seek funding for ITS implementation, and work with local entities in applying for federal funding related to ITS implementation. Continue work on the Project Development Team for the design of the IE TMC and seek State support and funding to fully construct and complete the project. Final design as well as the "early project" will be completed in this FY, and will include all site work/utilities as well as construction of the adjacent Park'N'Ride. Work to implement projects with the Inland Empire and Regional Architecture Plans. This includes, but may not be limited to, expanding the detection network on the highways so as to provide more accurate and reliable freeway traveler information and implementing strategies to complete the regional 511 traveler information system under development. A purchase order and/or contracts may be executed for additional assistance for the above activities.

WORK ELEMENTS:

1. Research and identify potential funding sources for projects and programs, assist local jurisdictions in preparing grant applications for funding.
2. Work closely with Caltrans, the California Highway Patrol and RCTC on TMC design and construction, seeking additional funding sources and resolving any other issues relative to the construction of the IE TMC.
3. Represent San Bernardino County on Southern California ITS Committees, as well as State and Federal ITS Committees.
4. Work with Southern California stakeholders to implement projects in the Inland Empire as well as the Regional ITS Architecture Plans and the Inland Empire ITS Strategic Plan, including but not limited to traffic detection and monitoring programs, and a regional 511 traveler information system.
5. Assist local jurisdictions in seeking federal funding, as annual calls for projects are released.

PRODUCT: Occasional monitoring and data analysis, as needed. Updates on project status, including, but not limited to the Inland Empire TMC and 511 traveler information system.

FUNDING

SOURCES:	\$ 94,002	Measure I Valley Traffic Management and Environmental Enhancement Fund
	<u>\$ 10,445</u>	<u>Local Transportation Fund - Planning</u>
	<u>\$104,447</u>	<u>TOTAL NEW BUDGET</u>
	\$ 0	Total Anticipated Encumbrances on 06/30/07
	\$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michelle Kirkhoff

TASK NO. 70608000 INTELLIGENT TRANSPORTATION SYSTEMS
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	12,751	10,128	21,183
Fringe Allocation	10,525	7,572	14,991
Indirect Allocation	27,426	16,578	32,473
CNG Van	0	320	350
Consulting Fees	0	25,000	25,000
Meeting Expense	0	250	250
Mileage Reimb/SANBAG Only	0	765	850
Office Expense	8	150	150
Postage	0	150	150
Printing – Internal Only	0	0	50
Printing – Miscellaneous	550	500	500
Professional Services	94	500	500
Training/Membership	500	1,500	2,500
Travel – Air	0	1,050	2,500
Travel – Other	0	1,000	3,000
Total New Budget	\$0	\$0	\$104,447
Total Actual/Planned Budget	\$51,854	\$65,463	\$104,447

TASK NO.: 70408000 FREEWAY SERVICE PATROL / STATE

OBJECTIVE: To fund, implement and maintain a freeway service patrol (FSP) program which is responsive to the needs of motorists traveling in San Bernardino County.

ACCOMPLISHMENTS: SANBAG conducted FSP service during highway construction projects (State Route (SR) 71 and Interstate (I) 10 west). In the summer of 2002, the State approved legislation to implement a new tier of FSP programs throughout California. In response to this funding opportunity, SANBAG investigated implementing FSP in the Valley portion of the County. As a result, the SANBAG Board directed Staff to submit an application for the State's FSP funding program, which was submitted in September 2003. Caltrans did not approve the application because there was no "new" funding which would permit SANBAG to participate in the existing program. As a result, SANBAG sponsored legislation which would require Caltrans and CHP to phase in new FSP programs into the State-Funded program with or without additional funding. The legislation, Assembly Bill 2498, was signed into law in September 2004, upon which time SANBAG's application to the State's FSP funding program was approved. In July 2005, the Governor added an additional \$2 million into the State Budget specifically for FSP, which permitted SANBAG to enter the State program fully funded. Four FSP beats began operation in January 2006, two beats began in January 2007 and the two more beats began operation in March 2007. In addition to these eight beats, the Mobile Source Air Pollution Reduction Review Committee (MSRC) has funded FSP during construction on I 10 East, and is partially funding two of the eight permanent/ongoing beats identified above. Devices to track and monitor the vehicles (automatic vehicle location or AVL technology) was tested and implemented during FY 2006/2007.

DESCRIPTION: SANBAG will continue to operate the eight beats identified above throughout this upcoming Fiscal Year (FY) and the construction FSP on I 10 East will conclude its operation by winter 2008. Staff will also work with Caltrans in the event additional FSP is needed during highway construction, and will incorporate that new service and funding into the program where appropriate. The FSP program is implemented with a multitude of contracts, which are highlighted below. Staff will also participate on local and statewide FSP committees, and will continue to pursue other demonstration, as well as permanent sources of FSP funding, to expand the program for future years.

WORK ELEMENTS:

1. Agreements in place include a Memorandum Of Understanding (MOU) with the CHP and Caltrans for FSP operations, an agreement with CHP for overtime/staff support, several agreements with tow vendors and agreements with management consultant(s). Additional agreements and purchase orders will be executed as needed for supplies, brochures, surveys and other materials necessary to maintain the program.

2. Continue to utilize technology to enhance program efficiency, including AVL for monitoring and reporting, mobile data terminals, and data gathering devices, to name a few.

3. Prepare quarterly reports and invoices to the State and MSRC for funding reimbursement.

4. Coordinate the program with the Riverside County Transportation Commission, local and State CHP, and local and State Caltrans. Attend Inland Empire coordination meetings, Statewide FSP meetings, and other meetings as needed throughout the year.

5. Continue to seek administrative and legislative measures to protect, as well as expand and enhance the program for future years.

PRODUCT: Oversee the ongoing FSP program. Produce FSP quarterly reports and statistics. Provide necessary reports and invoices to seek reimbursement from the State. Secure additional funding for program continuation and expansion.

FUNDING

SOURCES:	\$1,248,576	State FSP Funds
		Local Fund – Mobile Source Air Pollution
	<u>\$ 312,145</u>	<u>SAFE Vehicle Registration Fees Fund</u>
	<u>\$1,560,720</u>	<u>TOTAL NEW BUDGET</u>
	\$ 0	Total Anticipated Encumbrances on 06/30/07
	\$1,055,966	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michelle Kirkhoff

TASK NO. 70408000 FREEWAY SERVICE PATROL / STATE
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	56,099	80,177	84,184
Fringe Allocation	46,306	59,940	59,577
Indirect Allocation	120,664	131,234	129,054
C N G Van	0	250	250
Communications	22,007	61,700	48,999
Consulting Fees	18,805	30,000	35,000
Inventorial Equipment	308	0	0
Maintenance of Equipment	0	3,380	5,000
Meeting Expense	160	1,200	1,000
Mgt. & Tech. Services (CHP)	0	85,672	69,452
Mileage Reimb/SANBAG Only	1,065	1,415	1,500
Office Expense	442	1,000	500
Postage	2,228	1,075	500
Printing – Internal Only	0	2,000	1,500
Printing – Miscellaneous	24,702	12,200	28,469
Professional Services	365,193	1,097,446	1,092,935
Training/Membership	0	300	300
Travel – Air	897	1,500	1,500
Travel – Other	659	600	1,000
Total New Budget	\$0	\$0	\$1,560,720
Total Actual/Planned Budget	\$659,535	\$1,571,089	\$1,560,720

TASK: 70508000 FREEWAY SERVICE PATROL / I-10

OBJECTIVE: To maintain and operate a freeway service patrol (FSP) responsive to the needs of motorists traveling through Interstate (I) 10 construction.

ACCOMPLISHMENTS: The Mobile Source Air Pollution Reduction Review Committee (MSRC) set aside \$375,000 in funding for each transportation commission within its jurisdictions, for new or expanded FSP service. SANBAG utilized this one-time funding on FSP beginning in January of 2004 and this service has continued through Phase I and Phase II construction of the I 10 East.

DESCRIPTION: One FSP truck will continue through the completion of Phase II construction, seeking reimbursement from MSRC and working closely with the project partners, Caltrans, the California Highway Patrol and the tow operator. All other costs to implement this program (SANBAG staffing and other expenses) will be funded through Task 70408000 using State FSP funding.

WORK ELEMENTS:

1. Four agreements are in place to operate the I-10 program, and include MSRC for funding reimbursement, an MOU with the CHP and Caltrans for operations, an agreement with CHP for staff support, an agreement with a tow vendor.
2. Monitor and oversee the service.
3. Prepare quarterly reports and invoices to the MSRC for funding reimbursement.

PRODUCT: Produce FSP quarterly reports and statistics. Provide necessary reports and invoices to seek reimbursement from the MSRC and the State.

**FUNDING
SOURCES:**

		Local Fund – Mobile Source Air Pollution
		Reduction Review Committee
\$51,738		
<u>\$17,246</u>		<u>Measure I Valley Major Projects Fund</u>
<u>\$68,984</u>		<u>TOTAL NEW BUDGET</u>
S	0	Total Anticipated Encumbrances on 06/30/07
S	0	Unbudgeted Obligations in Contracts Approved Prior
		To FY 2007/2008

MANAGER: Michelle Kirkhoff

TASK NO. 70508000 FREEWAY SERVICE PATROL / I-10
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	5,627	0	0
Fringe Allocation	4,645	0	0
Indirect Allocation	12,104	0	0
Consulting Fees	2,763	0	0
Mgt. & Tech. Services (CHP)	4,696	15,136	11,994
Professional Services	47,364	79,433	56,990
Total New Budget	\$0	\$0	\$68,984
Total Actual/Planned Budget	\$77,214	\$94,569	\$68,984

TASK NO.: 70708000 FREEWAY SERVICE PATROL / I-215 / SR-60

OBJECTIVE: To maintain and operate a freeway service patrol (FSP) responsive to the needs of motorists traveling through portions of Interstate (I) 215 and the State Route 60 Corridor.

ACCOMPLISHMENTS: The Mobile Source Air Pollution Reduction Review Committee (MSRC) set aside \$804,240 in funding for SANBAG and other transportation commissions, for new or expanded FSP service. SANBAG elected to utilize this one-time funding on FSP for new service on I-215 and SR-60. On January 3, 2007, two trucks began operating on each corridor, covering 16.75 miles of service. It is anticipated that this one time MSRC funding is sufficient to cover service on these two corridors, for approximately two and a half years.

DESCRIPTION: SANBAG will continue to implement service along these two corridors, seeking reimbursement from MSRC and working closely with the project partners, Caltrans, the California Highway Patrol (CHP) and the tow operators. All other costs to implement this program (SANBAG staffing and other expenses) will be funded through Job 704 using primarily State FSP funding.

WORK ELEMENTS:

1. Two agreements are in place to operate tow service for each program, in addition to an overall Memorandum of Understanding with the CHP and Caltrans for operations.
2. Prepare quarterly reports and invoices to the MSRC and to the State for funding reimbursement.
3. Monitor and track the number of assists and program effectiveness.

PRODUCT: Produce FSP quarterly reports and statistics. Provide necessary reports and invoices to seek reimbursement from the MSRC and the State.

**FUNDING
SOURCES:**

\$300,698	Local Fund – Mobile Source Air Pollution
<u>\$100,233</u>	Reduction Review Committee
	<u>State FSP Funds</u>
<u>\$400,931</u>	<u>TOTAL NEW BUDGET</u>
\$ 0	Total Anticipated Encumbrances on 06/30/07
\$601,396	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michelle Kirkhoff

TASK NO. 70708000 FREEWAY SERVICE PATROL / I-215 / SR-60
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Professional Services	0	0	400,931
Total New Budget	\$0	\$0	\$400,931
Total Actual/Planned Budget	\$0	\$0	\$400,931

TASK: 81208000 CLEAN FUELS IMPLEMENTATION

OBJECTIVE: To improve air quality based upon the introduction of alternative and clean fuels technologies, vehicle conversions and infrastructure deployment.

ACCOMPLISHMENTS: SANBAG has had significant participation in the development/deployment of alternative and clean fuels strategies, the conversion of vehicles/fleets to alternative fuels, and the resulting infrastructure within the region. Staff has secured funding from Assembly Bill (AB) 2766 and other private funding sources, worked closely with local utilities in research and development for deployment, coordinated proposals and projects within the County, attracted significant research efforts for the Inland Empire, and participated on key local, State and Federal committees which develop/implement alternative fuel strategies. In Fiscal Year 1996/1997, SANBAG partially funded and oversaw the construction of the first clean fuels corridor network in the country, including seven electric vehicle (EV) charging station locations, one liquefied natural gas (LNG) facility, and one compressed natural gas (CNG) facility. SANBAG also worked diligently to pursue other funding sources for program implementation. SANBAG has also been a key participant in the Interstate Clean Transportation Corridor (ICTC) which has developed an implementation plan for the placement of alternative fuel infrastructure throughout the Western United States and has worked closely with county fleets towards conversion to clean fuels. Publicly accessible CNG stations are now open in the Morongo Basin, Barstow, Redlands and Victorville, and additional LNG/CNG stations are in the planning/construction stages in the Morongo Basin, Rancho Cucamonga and San Bernardino.

DESCRIPTION: Develop strategies to implement alternative and clean fuels technologies and vehicle conversions in the region. This task will include the participation of other efforts already underway within the State and nation, and the determination of local viability. Assist stakeholders and fleet operators in funding and construction of LNG/CNG fueling stations, as well as other vehicle conversion opportunities as they arise. Work with the City of Barstow as they transition from LNG/CNG to a hydrogen blend of fuel. Coordinate further opportunities within the County, particularly through the Mobile Source Air Pollution Reduction Review Committee (MSRC) programs, which will install infrastructure, fund the conversion of vehicles to clean fuels, and fund technological improvements. Work with the South Coast and Mojave Desert Air Quality Management Districts (SCAQMD and MDAQMD), the California Air Resources Board (CARB) with their programs and Rule implementation. The continued interaction with the ICTC is of crucial success to the implementation of these strategies as a contract or purchase order will be executed with the ICTC.

WORK ELEMENTS:

1. Assist San Bernardino County recipients of local, State and Federal funding in the construction of clean fuels infrastructure and the conversion of vehicles to alternative fuels.

2. As funding opportunities arise, assist the High Desert stakeholders in funding vehicle conversions in the Barstow, Morongo Basin, and the Victor valley areas.
3. Assist San Bernardino Valley trucking operators in converting their fleets to LNG and CNG, to take advantage of a multitude of public LNG and CNG fueling stations in the area.
4. Assist San Bernardino Valley stakeholders in the construction of a LNG/CNG fueling station in the cities of San Bernardino and the City of Rancho Cucamonga and as appropriate, place highway signage to direct motorists to these new stations.
5. Assist private sector agencies with securing funding as well as implementation of alternative fuel projects.
6. Execute a Purchase Order with the Interstate Clean Transportation Corridor (ICTC) to contribute to its continuing efforts to implement a clean corridor of infrastructure and fleet operators throughout the Western United States; the coalition will continue to address taxation issues for alternative fuels and other issues that inhibit their introduction.
7. Actively participate in a variety of public and private committees/organizations, including the National Electric Drive Transportation Association, MSRC, SCAQMD, MDAQMD, CARB, Department of Energy, the Clean Cities' Coalition, utilities, and other economic development agencies.

PRODUCT: Products of the ICTC will result in the implementation of additional alternative fuel infrastructure and fleet conversions to LNG and CNG throughout San Bernardino County and the Western United States. Solicit additional users for existing public CNG and LNG fueling stations.

FUNDING

SOURCES:	\$ 10,854	Local Transportation Fund – Planning
		Measure I Valley Traffic Management and
	<u>\$ 97,690</u>	<u>Environmental Enhancement Fund</u>
	<u>\$108,544</u>	<u>TOTAL NEW BUDGET</u>
	\$ 0	Total Anticipated Encumbrances on 06/30/07
	\$ 0	Unbudgeted Obligations in Contracts Approved Prior to
		FY 2007/2008

MANAGER: Michelle Kirkhoff

TASK NO. 81208000 CLEAN FUELS IMPLEMENTATION
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	6,650	11,339	15,851
Fringe Allocation	5,489	8,477	11,218
Indirect Allocation	14,304	18,560	24,300
CNG Van	0	427	475
Consulting Fees	28,506	50,000	50,000
Meeting Expense	12	250	250
Mileage Reimb/SANBAG Only	266	320	350
Office Expense	3	150	150
Postage	0	150	150
Printing – Internal Only	0	0	50
Printing – Miscellaneous	0	500	500
Professional Services	0	500	500
Training/Membership	0	1,500	2,000
Travel – Air	0	1,050	1,250
Travel – Other	14	1,000	1,500
Total New Budget	\$0	\$0	\$108,544
Total Actual/Planned Budget	\$55,244	\$94,223	\$108,544

TASK: 20208000 TRANSPORTATION MODELING & FORECASTING

OBJECTIVE: Assist in development and maintenance of state-of-the-art regional and subregional transportation forecasting models covering all developed and non-attainment areas of the County. These models are used in Regional Transportation Plan, Comprehensive Transportation Plan (CTP), and Congestion Management Program (CMP) analyses, and other transportation studies. In addition, work with local jurisdictions to ensure and certify consistency between local and subregional models for purposes of CMP, corridor, and small area analyses. Participate with other Southern California transportation agencies in data collection needed to support regional forecasting efforts, including traffic counting and vehicle classification programs, survey data and traffic performance data.

ACCOMPLISHMENTS: Work to date has included conversion from "RivSan," a 1987 base year model, to a more detailed 1990 census geography-based model derived from SCAG's Regional Model, and then to 1994, 1997 and 2000 base year models. The current subregional "CTP" model includes a refined network and zone structure, and a mode choice component. Modeling has also been extended to encompass the Victor Valley and the mountains (RSA 30), the Morongo Basin (RSA 33), and the Barstow/Northeast Desert areas. Preparation of a new regional model was completed in 2001, with assistance provided by SANBAG and other transportation agencies. An updated model, using the socio-economic data developed for the 2004 RTP became operational in late 2003. Approximate forecasts for the Mountains for weekdays can be generated by the subregional model, but in addition, a stand-alone recreational trip forecasting model designed to forecast true (weekend) peak travel behavior associated with the mountain communities has been developed, and was updated in FY 2004/2005. Development of a new subregional model consistent with the new regional model has been initiated with much of the work being done in FY 2005/2006. However, SCAG must wait for the latest update of the regional model before completing this effort, and it is expected that the full 2030 update to the RivSan model will be completed in FY 2006/2007, based on the update of the SCAG regional model being completed in FY 2005/2006. A more detailed model network and zone system has been defined through a process of review by the local jurisdictions.

DESCRIPTION: In cooperation with Southern California Association of Governments (SCAG), maintain consistent regional and subregional transportation forecasting model(s), and assist in preparation of consistent, technically credible forecasts through assistance in model development, data gathering, and analysis.

WORK ELEMENTS:

1. Oversee model updating, maintenance, and forecasting through use of the subregional transportation model for Regional Statistical Areas (RSAs) 28 - 30 and 32 - 33.
2. Work with SCAG and the local jurisdictions to update the subregional CTP model, based on the SCAG regional model and socio-economic data (SED) developed for the 2004

RTP. The model will include a more detailed network and zone system and will be based on the methodologies developed for the 2008 RTP model.

3. Maintain and use the recreational model for RSA 30 as needed.
4. Continue development of modeling capability in portions of the County not currently covered by consistent and complete transportation models.
5. Advise SCAG on revisions to the regional and subregional models to incorporate updated SED, trip generation, mode choice, and distribution modules,.
6. Participate in the management of SCAG's Inland Modeling Center and administration of the Fee for Service Program.
7. Participate in the RivSan Users' Group to help convey information to local governments and the private sector regarding modeling consistency and use of the models in analyses required to meet CMP and California Environmental Quality Act (CEQA) requirements.
8. Work with SCAG and local jurisdictions to evaluate model output for consistency and refine raw forecast data as needed prior to release for use in CMP, CEQA, or other public documents.
9. Represent SANBAG on SCAG's Regional Modeling Task Force pursuant to the Interagency Consultation Memorandum of Understanding for Transportation Conformity.
10. In cooperation with SCAG and Caltrans, assess local transportation models for consistency with subregional and regional modeling protocols to permit and encourage their use in localized CEQA, CMP, and other transportation analyses.

PRODUCT: Development and maintenance of state-of-the-art Valley, Victor Valley, Barstow, Mountain, and Morongo Basin weekday travel demand forecasting capabilities, and weekend recreational forecasts for RSA 30. A major upgrade of the subregional CTP model is anticipated in FY 2006/2007. Support for development of consistent local models as desired by local jurisdictions. Preparation of refined model output for use in a full range of plans, corridor studies, and project design.

FUNDING

SOURCES:	\$ 72,647	Measure I Valley Traffic Management and Environmental Enhancement Fund
	<u>\$ 72,648</u>	<u>Local Transportation Fund - Planning</u>
	<u>\$145,295</u>	<u>TOTAL NEW BUDGET</u>
	\$ 0	Total Anticipated Encumbrances on 06/30/07
	\$ 0	Unbudgeted Obligations in Contracts Approved Prior to

FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 20208000 Transportation Modeling & Forecasting
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/067 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	26,122	31,571	35,929
Extra Help	0	0	7,360
Fringe Allocation	21,538	23,602	25,427
Indirect Allocation	56,123	51,675	55,079
Contributions/Other Agencies	50,000	0	20,000
Mileage Reimb/SANBAG Only	90	500	0
Office Expense	2	0	0
Postage	19	0	0
Printing – Miscellaneous	0	1,000	500
Professional Services	0	0	0
Software	0	500	1,000
Travel – Other	9	0	0
Total New Budget	\$0	\$0	\$145,295
Total Actual/Planned Budget	\$153,903	\$108,848	\$145,295

TASK: 20308000 CONGESTION MANAGEMENT

OBJECTIVE: Meet State and Federal Congestion Management requirements. Maintain performance levels on the regionally significant transportation system in ways that are consistent with air quality attainment strategies within all air basins of the County. Establish and maintain a nexus between land use decisions and the ability of the transportation system to support the use.

ACCOMPLISHMENTS: The countywide Congestion Management Program (CMP) was adopted in November 1992 after more than two years work and preparation of an Environmental Impact Report. The program was updated in 1993, 1995, 1997, 1999, 2001, 2003, and 2005. All jurisdictions have adopted and implemented the Land Use Transportation Analysis Program as required by law, and, along with Caltrans, are continuing to monitor their portions of the regional transportation system, as specified in the CMP as a condition of compliance. The CMP calls for preparation of areawide, rather than facility-specific deficiency plans, and that the deficiency plans' action programs should be developed through the Comprehensive Transportation Plan (CTP) (see Task 0640400). Model improvements for the CMP (the CTP model and other subarea models, see Task 20207000) have been undertaken periodically within the Valley, Victor Valley, Morongo Basin, and Barstow/Northeast Desert subareas.

The 2005 CMP update included several significant revisions to the program, including a re-drafting of Chapter 4 and the addition of two new appendices, to incorporate provisions for a development mitigation program. The addition of a development mitigation program to the CMP was a requirement of the approval of Measure I 2010-2040 in November, 2004. The development mitigation program contained in the CMP was guided by a broad cross-section of stakeholders, including representatives from local jurisdictions and the private sector. The Measure I 2010-2040 Ordinance required that development mitigation programs be adopted by all jurisdictions in the urbanized portions of the county by November 2006. As of January 2007, all jurisdictions subject to the development mitigation program have adopted and implemented compliant programs.

DESCRIPTION: Administer and update the CMP as needed to reflect changes in conditions and requirements since the last update of the program, including revisions to reflect any statutory changes. Fulfill Congestion Management Agency responsibilities specified in the CMP. Assist in preparation of areawide deficiency plans based on the Comprehensive Transportation Plan pursuant to SANBAG Board policy adopted in 1994. Utilize data developed through CMP procedures to assist in selection and prioritization of transportation projects by SANBAG for discretionary funding. Local jurisdictions in the Mountain/Desert area annually reimburse SANBAG for CMP related expenditures in those respective areas. Task may include budget for professional services for technical review of Traffic Impact Analysis reports and updates to the CMP, as needed. An update to the SANBAG Development Mitigation Nexus Study is expected to be initiated with approval by the SANBAG Board anticipated in mid FY 2007/2008. The implementation guidelines for the development mitigation program may also be revised. SANBAG staff will continue to monitor and maintain the development mitigation program, and work with

local jurisdictions on the annual project cost escalation as needed. TIA reports will continue to be reviewed in areas outside the Valley and Victor Valley.

WORK ELEMENTS:

1. Assist, with Caltrans, local jurisdictions in preparation of areawide deficiency plans in accordance with Board policy the Comprehensive Transportation Plan, and the Development Mitigation Nexus Study.
2. Provide review for technical consistency of Traffic Impact Analysis reports prepared by local governments in response to Land Use/Transportation Analysis Program requirements as needed pending completion of areawide deficiency plans as noted above, and monitor compliance with the program as required by law.
3. Work with local jurisdictions and private sector to update requirements for local jurisdiction development mitigation programs that are consistent with Section VIII of the Measure I 2010-2040 ordinance and the Development Mitigation Program contained in Chapter 4, Appendix K and Appendix J of the CMP. Work with local jurisdictions and the private sector as the local jurisdictions implement and maintain compliant development mitigation programs.
4. Maintain countywide database of traffic impact and proposed mitigation data for use in project selection and prioritization decisions associated with SANBAG calls for projects.
5. Represent the Congestion Management Agency in discussions with other counties and regional, State, and Federal agencies regarding CMP and Congestion Management System consistency, performance measurement, data requirements, intercounty mitigation, and other issues.
6. Update of the CMP based on Development Mitigation Nexus Study and Comprehensive Transportation Plan data and findings.
7. As requested, facilitate the conflict resolution process.

PRODUCT: Continuing implementation of the Congestion Management Program for San Bernardino County; with streamlining through implementation of the areawide deficiency plan strategy

FUNDING

SOURCES:	\$125,466	Measure I Valley Traffic Management and Environmental Enhancement Fund
	<u>\$125,467</u>	<u>Local Fund – Mountain/Desert Jurisdictions Reimbursement</u>
	<u>\$250,933</u>	<u>TOTAL NEW BUDGET</u>

\$ 13,500	Total Anticipated Encumbrances on 06/30/07
\$ 0	Unbudgeted Obligations in Contracts Approved prior to FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 20308000 Congestion Management
MANAGER: Ty Schuiling

BUDGET COMPARISON
200/2008 Proposed Budget

	2005/2006 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$13,500
Professional Services			13,500
Line Item			
Salaries	41,780	48,096	70,720
Fringe Allocation	34,439	35,956	50,049
Indirect Allocation	89,742	78,724	108,415
Consulting Fees	0	0	20,000
Meeting Expense	50	200	200
Mileage Reimb/SANBAG Only	137	200	100
Office Expense	497	1,000	500
Postage	986	1,000	400
Printing – Internal Only	0	0	50
Printing – Miscellaneous	0	500	500
Professional Services	12,876	20,000	0
Total New Budget	\$0	\$0	\$250,933
Total Actual/Planned Budget	\$180,507	\$185,676	\$264,433

TASK: 40908000 DATA DEVELOPMENT & MANAGEMENT

OBJECTIVE: Using Geographic Information Systems (GIS) and other tools, coordinate and assist in development, maintenance, and distribution of data sets needed by SANBAG, member agencies, and the Southern California Association of Governments (SCAG) to conduct regional and subregional analysis.

ACCOMPLISHMENTS: SANBAG's Data Management Office (DMO) worked with its member jurisdictions and specialized agencies at the State, regional and subregional level to develop and maintain a Regional Planning Base designed to support regional and cooperative planning in San Bernardino County. During Fiscal Year 2004/2005, staff developed or updated the following data sets:

- Revised Growth Forecasts for 2005, 2010, 2015, 2020 and 2025
- General Plan Coverage
- Circulation Element Coverage
- Existing Land Use (2000)
- Regional Transportation Improvement Program Coverage
- Congestion Management Program Mitigation Coverage
- Densified Model Network Coverage for TAZ Restructuring
- Proposed Functional Classification Coverage
- Grade Crossing Coverage
- Geographical Constraints and Availabilities Coverage
- Expenditure Plan Coverage
- Countywide Bus Route Coverage
- Non-Motorized Transportation Plan Coverage
- Measure I Arterial (Mtn./Desert)
- Call Box Database (SAFE)

In addition to working closely with other agencies to generate these data sets, staff also participated in or hosted forums to assist in the development of data needed to support regional and cooperative planning within San Bernardino County including: SCAG's Data Management Task Force; SCAG's Forecasting Technical Task Force; and SANBAG's Data/GIS Users Group. The Data Management Office also maintains and operates an external website (<http://maps.sanbag.ca.gov>) that brings mapping functionality and an online GIS data catalog to our local jurisdictions and GIS community.

DESCRIPTION: Develop and update SANBAG's Regional Planning Base by upgrading existing data sets and by creating those that are not available from other sources. In addition, maintain data in GIS format needed to support monitoring, planning, and programming functions at the regional, subregional and local level. Work also includes identification and evaluation of available data sources, negotiations to secure data sets for SANBAG and local government use, and maintenance of the DMO network. This task provides for a contribution from SANBAG for use of the County Street Centerline File for use by all jurisdictions to which regional data can be registered. The Professional Services

line item in the budget funds the intern program responsible for data compilation and analysis.

WORK ELEMENTS:

1. Maintain data management capabilities including the Data Management Office Network, GIS workstations and data sets needed to support SANBAG programs.
2. Participate in regional, subregional, and local efforts to develop policies and protocols for the development, maintenance and distribution of data needed to support regional planning in San Bernardino County.
3. As needed, provide assistance to local jurisdictions to access and manipulate planning and project data disseminated by SANBAG.
4. Assist SANBAG staff in the collection, management, and dissemination of data in support of SANBAG's programs.

PRODUCT: GIS analytical products such as maps, displays, and specialized software applications to support technical and policy-level activities at SANBAG. Task also includes specialized data management assistance to local jurisdictions as needed to participate in regional plan and program review.

FUNDING

SOURCES:	\$ 89,883	Local Transportation Fund - Planning
		Measure I Valley Traffic Management and
	<u>\$ 89,882</u>	<u>Environmental Enhancement Fund</u>
	<u>\$179,765</u>	<u>TOTAL NEW BUDGET</u>
	\$ 0	Total Anticipated Encumbrances on 06/30/07
	\$ 0	Unbudgeted Obligations in Contracts Approved Prior to
		FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 40908000 Data Development & Management
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	30,814	34,342	37,339
Extra Help	8,356	20,400	7,360
Fringe Allocation	25,435	25,674	26,425
Indirect Allocation	66,278	56,211	57,241
Consulting Fees	0	1,000	1,000
Contributions/Other Agencies	0	65,000	0
Fixed Assets	2,087	0	0
Maintenance of Equipment	4,434	7,000	5,000
Meeting Expense	0	100	200
Mileage Reimb/SANBAG Only	473	500	1,000
Office Expense	261	500	500
Postage	1	100	100
Printing – Internal Only	0	0	100
Printing – Miscellaneous	0	800	500
Software	25,358	37,000	37,000
Training/Membership	114	2,000	2,000
Travel – Air	0	0	400
Travel – Other	2,286	3,600	3,600
Total New Budget	\$0	\$0	\$179,765
Total Actual/Planned Budget	\$165,897	\$254,227	\$179,765

TASK: 41008000 NON-MOTORIZED TRANSPORTATION PLAN

OBJECTIVE: The Non-Motorized Transportation Plan is intended to provide information on existing and planned bicycle facilities which establishes a back bone non-motorized infrastructure for San Bernardino County. The plan was developed to assist and enable the local agencies to qualify for Bicycle Transportation Account funding administered by Caltrans Department of Local Assistance. The county non-motorized plan is also used in the allocation of Article 3, Local Transportation Funding administered by SANBAG which helps establish local agencies priorities for non-motorized projects.

ACCOMPLISHMENTS: SANBAG staff developed a Non-Motorized Transportation Plan that was adopted by the SANBAG Board in June of 2001. Since its adoption, over half of our member agencies have been able to apply for Bicycle Transportation Account funds and approximately \$2 million of Article 3, Local Transportation Funds.

DESCRIPTION: The Bicycle Transportation Account Program requires that a Bicycle Plan be updated or revisited every five years to ensure the most accurate data is reflected in the non-motorized plan. The Non-Motorized Plan assists in the funding efforts of non-motorized type projects that typically do not score well in other federal funding applications in the transportation arena.

WORK ELEMENTS

1. Incorporate findings of the countywide Non-Motorized Transportation Plan to identify and advance project level planning, State program funding eligibility, and use of the non-motorized transportation system. The state Bicycle Transportation Account Program requires Non-Motorized Plans be updated every four years for fund eligibility. SANBAG Staff will be gathering data from the local jurisdictions to update the existing plan to ensure funding eligibility for its member agencies.

FUNDING

SOURCES: \$ 6,349	Local Transportation Fund – Planning
	Measure I Valley Traffic Management and
<u>\$ 6,349</u>	<u>Environmental Enhancement Fund</u>
<u>\$12,698</u>	<u>TOTAL NEW BUDGET</u>
\$ 0	Total Anticipated Encumbrances on 06/30/07
\$ 0	Unbudgeted Obligations in Contracts Approved Prior to
	FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 41008000 Non-Motorized Transportation Plan
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	972	4,573	3,218
Fringe Allocation	803	3,419	2,277
Indirect Allocation	2,092	7,485	4,933
Meeting Expense	0	0	100
Postage	0	300	0
Printing – Internal Only	0	0	2,000
Printing – Miscellaneous	1,275	2,000	0
Travel – Air	0	0	120
Travel – Other	0	0	50
Total New Budget	\$0	\$0	\$12,698
Total Actual/Planned Budget	\$5,142	\$17,777	\$12,698

TASK: 50008000 TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVE: In cooperation with other County Transportation Commissions and the Southern California Association of Governments (SCAG), prepare accurate, timely County Transportation Improvement Program submittals for inclusion in the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP), to allow delivery of transportation projects on schedule and to demonstrate compliance with Federal fiscal constraint and air quality conformity requirements.

ACCOMPLISHMENTS: This work effort, performed by SANBAG since 1976, has resulted in numerous approved RTIPs that facilitated development of regionally significant projects, air quality conformity findings, and obligation of Federal funds.

DESCRIPTION: Conduct all activities associated with preparation of the County Transportation Improvement Program (TIP), submit projects from the County TIP for inclusion in the Regional Transportation Improvement Program (RTIP) and the State Transportation Improvement Program (STIP), and assist as necessary in the development of the State Fund Estimate.

WORK ELEMENTS:

1. Identify candidate projects for inclusion into the RTIP from the Congestion Management Program Capital Improvement Program (CMP CIP), the Comprehensive Transportation Plan (CTP), local agencies, and Caltrans; prepare and provide standard application formats and procedures for proponents of candidate RTIP projects. Review local candidate project submittals for accuracy, proper detail and eligibility for respective programs, enter candidate projects into regional data base (TRANTRAK) and upload completed information to SCAG and to Caltrans Headquarters; prepare financial plan for San Bernardino County project submittals; work with SCAG, Caltrans District 8, and Caltrans Headquarters to ensure that candidate RTIP projects meet eligibility requirements, including fiscal constraint. Prepare timely implementation reports on projects identified in the RTIP as Transportation Control Measures for air quality conformity purposes. Track implementation of all projects in adopted RTIP, with particular focus on obligation deadlines for projects funded with Federal dollars. As needed, lobby for inclusion of projects of benefit to San Bernardino County, and testify on behalf of local agencies during RTIP hearings.

2. Working from estimates of Regional Share allocations, prepare recommendations for project funding from the STIP to be considered by the SANBAG Board of Directors; meet and confer with California Transportation Commission staff and Commissioners to advocate for STIP funding of key projects through the Regional and Interregional Programs as appropriate; assist in coordination of intercounty projects during the development of STIP candidate project recommendations; and assist in development of legislative support for candidate projects.

3. Accept and administer amendments to the RTIP, review amendment requests for eligibility and completeness, transmit amendment requests to the SANBAG Board for approval, prepare and transmit RTIP amendment requests to SCAG, prepare a financial report for each amendment, and track amendment requests through the amendment process.
4. Represent San Bernardino countywide programming interests at the Regional Transportation Planning Agencies' (RTPA) monthly meetings.
5. Respond to inquiries from Board members, agency staff, Caltrans, the press, and the public about the programming status of various transportation projects.
6. Assist in development of database and Geographic Information Systems (GIS) applications to track RTIP, STIP, and CMP CIP projects through the programming process. Coordinate these efforts with SCAG and Caltrans database efforts to ensure coordination and consistency.

PRODUCT: Complete and up-to-date countywide RTIP and STIP submittals from the SANBAG area; inclusion of SANBAG priority projects in the adopted STIP; and effective countywide representation at forums where programming issues are addressed.

FUNDING

SOURCES:	\$ 43,205	Local Transportation Fund – Planning
	<u>\$168,488</u>	<u>Planning, Programming and Monitoring Fund</u>
	<u>\$211,693</u>	<u>TOTAL NEW BUDGET</u>
	\$ 0	Total Anticipated Encumbrances on 06/30/07
	\$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 50008000 Transportation Improvement Program
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	55,472	46,938	63,256
Fringe Allocation	45,789	35,091	44,766
Indirect Allocation	119,316	76,828	96,971
Meeting Expense	0	100	1,100
Mileage Reimb/SANBAG Only	1,345	1,300	2,000
Office Expense	292	300	300
Postage	149	200	600
Printing – Internal Only	0	0	600
Printing – Miscellaneous	0	0	100
Training/Membership	0	200	500
Travel – Air	253	500	800
Travel – Other	414	502	700
Total New Budget	\$0	\$0	\$211,693
Total Actual/Planned Budget	\$223,030	\$161,959	\$211,693

TASK: 52608000 SUBREGIONAL TRANSPORTATION MONITORING

OBJECTIVE: Meet State and Federal data collection and monitoring requirements for transportation systems throughout San Bernardino County, and develop transportation system performance data needed to support SANBAG's transportation planning and programming decisions. Maximize coordination among Federal, State, regional and subregional agencies in the coordination of traffic monitoring activities to streamline the data collection process and reduce resource requirements associated with this activity.

ACCOMPLISHMENTS: SANBAG has coordinated traffic census data collection from local agencies and Caltrans for use in regional and subregional transportation monitoring and forecasting efforts, and has also participated in the Highway Performance Monitoring System (HPMS) data collection process for Southern California Association of Governments (SCAG), Caltrans, and the Federal Highway Administration (FHWA). As a leading proponent of a single integrated regional monitoring program, SANBAG participated with other regional, State and Federal agencies in the development of a multi-phased Regional Highway Monitoring System implementation program to serve the SCAG region.

As part of SANBAG's Traffic Monitoring Program, the State Office of Traffic Safety funded the establishment of a Countywide Geographic Information System (GIS) based Collision Records and Analysis System to provide a history of vehicle collisions on the county's arterial network and automated analysis of that data.

DESCRIPTION: Continue to collect data needed to allow determination and tracking of transportation system performance levels. Meet the data needs of the transportation forecasting process, congestion management activities related to the State Congestion Management Program and Federal Congestion Management System/Traffic Monitoring Program, and performance-based transportation planning and programming activities at SANBAG and elsewhere in the region. This task includes implementation through staff and consultant resources, the establishment of a countywide GIS based Collision Records and Analysis System.

WORK ELEMENTS:

1. Participate in SCAG's Intercounty Congestion Management Group-Traffic Data Task Force to identify methods and procedures to efficiently fulfill Federal, State and local requirements for collection of data on transportation system performance.
2. In cooperation with local agencies, establish an implementation plan for a countywide transportation monitoring program, coordinated and compatible with the regional program.
3. Maintain a monitoring database in coordination with the Congestion Management Program and the Geographic Information Systems (GIS) Regional Planning Base.

4. Secure consultant services and identify participating cities for development of a GIS based collision records and analysis system, including a three year service and support program.

5. Collect and compile data, and distribute data as appropriate to other agencies and organizations.

PRODUCT: Data sets related to various transportation activities and systems, and a coordinated, streamlined approach to multi-agency data collection. Data sets will be maintained in GIS format for use in transportation planning, programming, and congestion management programs. Provide the computer hardware, software, database, user manual/training and support to all participating cities in establishment of the GIS based, automated collision records and analysis program.

FUNDING

SOURCES: \$ 58,056	Local Transportation Fund Planning
	Measure I Valley Traffic Management and
<u>\$ 58,056</u>	<u>Environmental Enhancement Fund</u>
<u>\$116,112</u>	<u>TOTAL NEW BUDGET</u>
\$ 0	Total Anticipated Encumbrances on 06/30/07
\$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 52608000 Subregional Transportation Monitoring
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/2006 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	2,989	3,988	2,701
Extra Help	1,540	20,800	7,360
Fringe Allocation	2,467	2,981	1,911
Indirect Allocation	6,429	6,527	4,140
Mileage Reimb/SANBAG Only	0	50	0
Total New Budget	\$0	\$0	\$16,112
Total Actual/Planned Budget	\$13,425	\$34,346	\$16,112

TASK: 60108000 COUNTY TRANSPORTATION COMMISSION - GENERAL

OBJECTIVE: Carry out basic statutory Commission tasks, relate to other organizations in California's transportation planning/programming process, and respond to small short-term transportation issues needing immediate attention.

ACCOMPLISHMENTS: SANBAG has successfully performed its role as the statutorily designated County Transportation Commission responsible for transportation programming and planning activities for 30 years.

DESCRIPTION: Activities included in this task fulfill County Transportation Commission responsibilities and functions identified in the California Public Utilities Code. These include transportation funding, programming, planning, and policy-related activities. Many of the County Transportation Commission activities are addressed in separate tasks, because of the magnitude of those work efforts. This task provides for Commission activities not otherwise contained in separate tasks, including support for activities of Policy Committees related to SANBAG's Commission function.

WORK ELEMENTS:

1. Provide technical assistance and coordination for local agencies and Caltrans relative to general transportation planning and programming activities.
2. Perform various countywide transportation planning activities or analyses, including provision of information to the decision-making process of the SANBAG Board of Directors.
3. Support participation of Board Members and staff at meetings associated with SANBAG's functions as a County Transportation Commission, including the Plans and Programs Policy Committee of SANBAG, as well as meetings of the California Transportation Commission (CTC), Regional Transportation Planning Agencies (RTPA), Regional Transportation Agencies' Coalition (RTAC), and Caltrans/Regional Coordination meetings.

FUNDING

SOURCES:	\$ 25,000	Measure I Valley Administration Fund
	<u>\$353,004</u>	<u>Local Transportation Fund - Planning</u>
	<u>\$378,004</u>	<u>TOTAL NEW BUDGET</u>
	\$ 0	Total Anticipated Encumbrances on 06/30/07
	\$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 60108000 County Transportation Commission - General
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/2006 Actual	2006/07 Budget As of 02/0/707	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	93,824	63,364	85,075
Extra Help	65	0	1,000
Fringe Allocation	77,446	47,371	60,208
Indirect Allocation	201,808	103,714	130,421
Commissioners Fees	11,300	55,000	55,000
Communications	0	100	100
Consulting Fees	7,500	0	0
Contributions/Other Agencies	0	5,000	5,000
Meeting Expense	2,559	10,000	13,000
Mileage Reimb/Nonemployee	756	8,000	0
Mileage Reimb/SANBAG Only	1,029	1,000	1,000
Office Expense	2,493	500	100
Postage	334	1,000	500
Printing – Internal Only	0	0	3,000
Printing – Miscellaneous	0	1,000	100
Professional Services	20,175	0	1,000
Training/Membership	1,385	0	2,000
Travel – Air	3,892	4,000	4,000
Travel – Air Nonemployee	0	0	1,000
Travel – Other	1,830	1,000	3,000
Travel – Other Nonemployee	0	0	12,500
Total New Budget	\$0	\$0	\$378,004
Total Actual/Planned Budget	\$426,396	\$301,049	\$378,004

TASK: 60908000 AGENCY STRATEGIC PLANNING

OBJECTIVE: The Measure I Strategic Plan will provide for a comprehensive understanding of the fiscal, policy, and institutional issues associated with the management and administration of Measure I 2010-2040 approved by the voters in November 2004, and to define the policy and institutional framework to support optimal delivery of the Measure I 2010-2040 Transportation Program. Issues addressed include project prioritization, equitable fund distribution, fund allocation, fiscal management, assignment of project delivery roles and responsibilities, and sizing and structuring of SANBAG itself to reflect its agency roles and responsibilities.

ACCOMPLISHMENTS: The Scope of Work for the Measure I 2010-2040 Strategic Plan was developed and approved by the SANBAG Board of Directors in 2005. Work to update information on projects included in the Measure I 2010-2040 Expenditure Plan and revenue forecasts began by early 2006. Definition of a process for local advancement of Expenditure Plan projects, a component of the original scope of work, was completed separately pursuant to direction from the SANBAG Board. Policies and procedures for fund allocation and management continue to be developed.

DESCRIPTION: Activities included in this task include compilation and updating of project cost and revenue forecast data and analysis of strategic technical, fiscal, and policy issues associated with delivery of the Measure I 2010-2040 program of projects. The product of this effort is a Strategic Plan for the allocation and administration of the combination of local transportation sales tax, state and federal transportation revenues, and fair-share contributions to regional transportation facilities from new development needed to fund delivery of the Measure I 2010-2040 transportation program, as well as policies and institutional provisions for project management and delivery of the Measure I 2010-2040 transportation program.

WORK ELEMENTS:

1. Maintain up-to-date Expenditure Plan project lists and costs.
2. Periodically update revenue forecasts.
3. Ensure use of funds in a manner that supports timely project delivery.
4. Develop and maintain project prioritization policies and procedures.
5. Evaluate need for and benefit of "frontloading" or advancing funding for selected programs through inter-program borrowing.
6. Maintain appropriate relationship between fair share development contributions and the fund allocation process.

7. Define project development and delivery responsibilities for freeway interchange, major roadway, and grade separation projects.
8. Formulate a policy to address cost overruns on non-SANBAG projects.
9. Identify institutional requirements and resources for management and delivery of the Measure I 2010-2040 transportation program.
10. Prepare final Strategic Plan.

FUNDING

SOURCES:	\$126,885	Measure I Valley Administration Fund
	<u>\$ 10,000</u>	<u>Measure I Mountain/Desert Administration Fund</u>
	<u>\$136,885</u>	<u>TOTAL NEW BUDGET</u>
	\$200,000	Total Anticipated Encumbrances on 06/30/07
	\$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 60908000 Agency Strategic Planning
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/2006 Actual	2006/05 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$200,000
Consulting Fees			200,000
Line Item			
Salaries	30,335	49,322	41,792
Extra Help	65	0	0
Fringe Allocation	25,040	36,873	29,576
Indirect Allocation	65,248	80,730	64,067
Project Mgmt. Staff	0	0	0
Project Mgmt. Indirect Allocation	0	14,851	0
Communications	0	100	0
Consulting Fees	7,500	0	0
Meeting Expense	162	1,000	500
Mileage Reimb/SANBAG Only	0	200	100
Office Expense	0	100	50
Postage	0	100	100
Professional Services	20,175	300,000	500
Printing – Internal Only	0	0	50
Printing – Miscellaneous	0	100	50
Travel – Other	0	200	100
Total New Budget	\$0	\$0	\$136,885
Total Actual/Planned Budget	\$148,525	\$483,576	\$336,885

TASK: 61008000 PROJECT ADVANCEMENT

OBJECTIVE: Measure I 2010-2040 approved by the voters in November 2004 included new programs for interchange, arterial, and grade separation construction. The project advancement strategy allows projects included in the expenditure plan for these programs to advance to construction using local funds prior to the availability of Measure I 2010-2040 revenues with a commitment by SANBAG to reimbursement of the eligible share of the project cost. The project advancement strategy commits up to forty percent of funds apportioned in any given year to the Interchange and Major Street Projects Programs to reimbursement of project advancement agreements on a pro rata share. While there is a commitment by SANBAG to reimbursement, the timing of apportionment to these programs and, therefore reimbursement, will be determined as part of the Measure I 2010-2040 Strategic Plan. However, it is necessary for SANBAG to track these commitments of future reimbursement as future liabilities for financial reports.

ACCOMPLISHMENTS: A project advancement strategy was approved by the SANBAG Board of Directors in December 2005. A model interagency agreement to implement the strategy was approved by the Board in April 2006. By early 2007, the SANBAG Board had approved two interchange project advancement agreements, representing two percent of estimated future Measure I 2010-2040 revenues for the Interchange Program, and fifteen major street project advancement agreements, representing nine percent of the Major Street Projects Program.

DESCRIPTION: Activities in this task include the development of project advancement agreements in cooperation with local project sponsors and tracking of commitments made by SANBAG for future reimbursement.

WORK ELEMENTS:

1. Assist local project sponsors in the development of project advancement agreements.
2. Maintain up-to-date list of commitments to future reimbursement.
3. Maintain appropriate relationship between fair share development contributions and the fund allocation process.
4. Track future financial commitments in financial accounting system.

FUNDING

SOURCES:	\$ 11,381	Measure I Valley Administration Fund
	<u>\$ 1,000</u>	<u>Measure I Mountain/Desert Administration Fund</u>
	<u>\$ 12,381</u>	<u>TOTAL NEW BUDGET</u>
	\$ 0	Total Anticipated Encumbrances on 06/30/07

§ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 61008000 Project Advancement
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/2006 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	0	0	3,774
Fringe Allocation	0	0	2,671
Indirect Allocation	0	0	5,786
Postage	0	0	50
Printing – Miscellaneous	0	0	100
Total New Budget	\$0	\$0	\$12,381
Total Actual/Planned Budget	\$0	\$0	\$12,381

**TASK: 40508000 TRAFFIC MANAGEMENT AND ENVIRONMENTAL
ENHANCEMENT PROGRAM DEVELOPMENT**

OBJECTIVE: Consistent with policies adopted by the SANBAG Board of Directors, identify, recommend, and manage appropriate uses of Valley Measure I Traffic Management and Environmental Enhancement (TMEE) funds.

ACCOMPLISHMENTS: TMEE funding has supported transportation and environmental enhancement planning activities, and has been used to leverage additional funding for similar activities from State and Federal sources.

DESCRIPTION: Continue in accordance with previous work and adopted Board policy.

WORK ELEMENTS:

1. As needed, review, recommend, support, and manage activities consistent with Board policy for use of TMEE funds.

PRODUCT: May include grant applications, Federal Transportation Enhancement Activities (TEA) funding and assorted work products from transportation management planning activities approved by the Board of Directors.

FUNDING

SOURCES:

\$2,196

Measure I Valley Traffic Management and
Environmental Enhancement Fund

\$2,196

TOTAL NEW BUDGET

\$ 0

Total Anticipated Encumbrances on 06/30/07

\$ 0

Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Ty Schuiling

**TASK NO. 40508000 Traffic Management and Environmental Enhancement Program
Development**

MANAGER: Ty Schuiling

**BUDGET COMPARISON
2007/2008 Proposed Budget**

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	0	561	585
Fringe Allocation	0	419	414
Indirect Allocation	0	918	897
Contributions/Other Agencies	236,734	20,000	0
Meeting Expense	0	500	200
Office Expense	0	50	50
Printing - Miscellaneous	0	50	50
Total New Budget	\$0	\$0	\$2,196
Total Actual/Planned Budget	\$236,734	\$22,498	\$2,196

TASK: 94508000 VICTOR VALLEY AREA TRANSPORTATION STUDY

OBJECTIVE: Develop a comprehensive, long range plan for highway needs in the Victor Valley subregion. Perform a California Environmental Impact Report for realignment of US-395.

ACCOMPLISHMENTS: This task was initiated in the 2005/2006 SANBAG budget. With the involvement of study partners, a consultant was hired to perform the Victor Valley Area Transportation Study, which is approaching completion. During 2006/2007, a separate work effort was initiated with consultant assistance to complete a program level EIR to identify and preserve an alternative alignment for US-395. During the year staff worked with Caltrans to identify potential alignments; hosted a joint council meeting of the cities in the Victor Valley to introduce the project; conducted public meetings; and initiated the consultant environmental work.

DESCRIPTION: SANBAG will support this cooperative planning effort with the cities of Adelanto, Hesperia, Victorville, the Town of Apple Valley, the County of San Bernardino and Caltrans to develop a long range plan for development of major streets and highways in the Victor Valley. The study will identify future transportation roadway needs through examination of land use and existing circulation elements of the contiguous jurisdictions in the Victor Valley; develop sizing of proposed facilities through modeling of forecasted travel; establish right-of-way requirements for major arterial and highway facilities; identify a future alignment for S.R. 395; develop a corridor preservation strategy for new alignments; and provide a technical basis for policy decisions on prioritization of Measure I expenditures. The study will coordinate with and build upon recent and on-going transportation planning activities by local jurisdictions, SANBAG, Caltrans, and the Southern California Association of Government (SCAG).

This budget also contains funding for continued work by consultants, as required.

WORK ELEMENTS:

1. Continue work with the Project Development Team to complete the VVATS study.
2. In coordination with the Project Development Team and consultant, develop a long-range plan to address major arterial and highway needs in the Victor Valley, including identification of need for right-of-way protection and analysis of land use options that would maximize efficiency of major transportation facilities.
3. Obtain CEQA clearance on the proposed realignment of US-395 for inclusion in the general plan circulation elements of local jurisdictions.
4. Provide the proposed Victor Valley Area Transportation Study to local jurisdictions for review and consideration for incorporation of relevant portions into general plan circulation elements, the SCAG Regional Transportation Plan (RTP), and requirements for new development within the Victor Valley.

PRODUCT: This work will result in the adoption of a long range Victor Valley Area Transportation Study which identifies major arterial and highway improvements required for the next thirty years. The Study will serve SANBAG and local jurisdictions in planning for future transportation improvements and will serve as input to the SCAG RTP and Measure I strategic planning process.

FUNDING

SOURCES: \$124,292 Local Transportation Fund – Planning

\$124,292 TOTAL NEW BUDGET

\$250,000 Total Anticipated Encumbrances on 06/30/07

\$ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Deborah Robinson Barmack

TASK NO. 94508000 Victor Valley Area Transportation Study
MANAGER: Deborah Robinson Barmack

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$250,000
Consulting Fees			
Line Item			
Salaries	14,608	21,938	37,937
Fringe Allocation	12,058	16,401	26,848
Indirect Allocation	31,422	35,908	58,157
CNG Van	12	0	0
Consulting Fees	77,513	1,271,498	100,000
Meeting Expense	174	300	500
Mileage Reimb/SANBAG Only	298	300	300
Professional Services	281	500	500
Postage	0	250	250
Printing – Internal Only			300
Total New Budget	\$0	\$0	\$224,292
Total Actual/Planned Budget	\$136,366	\$1,347,095	\$474,292

TASK: 40408000 COMPREHENSIVE TRANSPORTATION PLAN

OBJECTIVE: Develop and update a comprehensive, countywide, long-range transportation plan for use in identifying transportation strategies and related costs needed to achieve mobility goals for people and goods, consistent with air quality requirements. The Comprehensive Transportation Plan (CTP) is intended to provide a basis for policy, fiscal, and technical decisions by SANBAG and other agencies on transportation-related issues throughout San Bernardino County.

ACCOMPLISHMENTS: Data developed through the CTP has provided the basis for SANBAG's input to the 1998, 2001 and 2004 Regional Transportation Plans and a foundation for the development of the Expenditure Plan for the potential extension of Measure I. Work continues on efforts to update the CTP. In cooperation with local agencies this work has involved updating the socioeconomic forecasts to the year 2030, and the base year streets and highway network for the RivSan traffic model. A major effort was undertaken in FY 2005/2006 on a Development Mitigation Nexus Study to assess the "fair-share" of the cost of regional transportation improvements (arterials, interchanges, and railroad grade crossings) that could be attributed to new development. SANBAG staff monitored and provided input to a number of project study reports for interchanges and other major infrastructure projects. This task has supported the activities of the CTP Technical Advisory Committee.

DESCRIPTION: The CTP represents an ongoing effort designed to provide a basis for subregional input into Regional Transportation Plan revisions, Regional Transportation Improvement Programs, and submittals for funding through the State Transportation Improvement Program. The updated CTP identifies transportation improvements and strategies to enhance system performance and achieve emission reductions to meet air quality requirements. CTP updates will integrate goods movement strategies currently under development and serve as a basis for action programs to be implemented through the Congestion Management Program (see Task 20207000). Consultant services may be used to augment staff resources in updating the CTP, including planned transportation projects to the forecast years of 2025-2030 to extend the basis for policy and fiscal decisions regarding mobility investments throughout the County. For FY 2006/2007, the CTP elements will likely be incorporated into the Measure I Strategic Plan. This task will continue to support the activities of the CTP TAC.

WORK ELEMENTS

1. Reconfirm countywide transportation goals, mobility objectives for movement of people and goods, and mobile source emission reduction requirements.
2. Consider new technologies, mode choice trends, freight movement, and other issues that may affect travel characteristics. Identify trends in travel behavior documented by existing data, and develop forecasts of future travel needs from existing trend data, socioeconomic forecasts, land use distribution and development intensities, long-term mode choice trends, and the need for goods movement.

3. Maintain an inventory of significant transportation-related facilities addressed by the Plan, including all State highways and major arterials, all Measure I Major Project roads, the Congestion Management Program roads, other significant goods movement routes, existing and planned bus, commuter rail, and other transit modes and service to meet forecast demand.
4. Identify actions, including facility improvements, trip reduction and travel demand management measures, and other strategies to achieve and maintain adequate transportation system performance, and achieve emissions reductions as required under California and Federal law.
5. Estimate costs to implement alternatives. Alternatives to or modifications of the action programs, which could achieve the transportation performance standards and emissions reductions in more cost-effective ways, will be identified and evaluated, using objective criteria to rank the alternatives. The alternative selection process will be documented.
6. Monitor and provide technical support to the development of Project Study Reports for interchanges and other major project development efforts by local jurisdictions and Caltrans.
7. Review and document the financial resources needed to implement the Comprehensive Transportation Plan and meet required performance standards and emissions reductions. From the cost estimates and implementation schedule, forecast available financial resources and funding shortfalls, if any, and participate in development of a strategic plan associated with the Measure I 2010-2040 Expenditure Plan.
8. Provide technical data and support for the development mitigation program associated with the implementation of the Measure I 2010-2040 ordinance. This will be done, based on direction from the SANBAG Board, and in coordination with local jurisdiction development mitigation programs.
9. Identify agencies responsible for implementing each component of the Plan. Should funding shortfalls be identified, objective, quantitative information on means to achieve the transportation and air quality goals at a reduced cost, mechanisms to increase revenues to support the transportation program, or a combination of actions will be identified.
10. Use the CTP TAC as a forum for providing reviews of technical analysis and for information exchange among SANBAG and local jurisdictions.

PRODUCT: Final Comprehensive Transportation Plan.

FUNDING

SOURCES: \$ 62,255 Local Transportation Fund – Planning
Measure I Valley Traffic Management and

\$ 62,254 Environmental Enhancement Fund

\$124,507 TOTAL NEW BUDGET

\$ 0 Total Anticipated Encumbrances on 06/30/07

\$ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 40408000 Comprehensive Transportation Plan
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	22,926	27,622	36,661
Extra Help	1,152	0	0
Fringe Allocation	18,924	20,650	25,945
Indirect Allocation	49,313	45,212	56,201
Consulting Fees	2,532	15,578	0
Meeting Expense	0	700	800
Mileage Reimb/SANBAG Only	176	700	500
Office Expense	370	400	0
Postage	0	200	200
Printing – Internal Only	0	0	200
Printing – Miscellaneous	1,275	1,000	1,000
Training/Membership	5	1,200	1,500
Travel – Air	0	600	900
Travel – Other	15	600	600
Total New Budget	\$0	\$0	\$124,507
Total Actual/Planned Budget	\$96,688	\$114,462	\$124,507

TASK: 70108000 VALLEYWIDE SIGNAL COORDINATION PROGRAM

OBJECTIVE: Phased implementation of the San Bernardino Valley Coordinated Traffic Signal System Plan as adopted by the SANBAG Board of Directors in September 2000.

ACCOMPLISHMENTS: With the participation of all Valley cities, the County of San Bernardino, and Caltrans District 8, a phased improvement program was adopted to upgrade and coordinate nearly 1,000 traffic signals on regionally significant arterial segments to achieve interjurisdictional coordination throughout the Valley area. Total cost of the proposed four tier improvement program is estimated at \$12 million (in year 2000 dollars). Congestion Mitigation and Air Quality (CMAQ) funds totaling \$6.88 million were approved by the SANBAG Board for implementation of Tiers 1 and 2 of the program. In addition, Caltrans has contributed \$1.5 million in State Highway Operations and Protection Program (SHOPP) funds received as part of the *GoCalifornia* Immediate, Short-Term Congestion Relief Action Plan. Consultant selection was completed and work commenced on Tiers 1 and 2 in Spring 2002 and Fall 2003, respectively. Construction contracts were awarded in August and September 2006, respectively. The SANBAG Board has set-aside \$8.275 million in CMAQ funds for Tiers 3 and 4.

DESCRIPTION: Complete construction and implementation of Tiers 1 and 2 of the Valleywide Coordinated Signal Program. Plan for implementation of Tiers 3 and 4 and development of the ultimate system.

WORK ELEMENTS:

1. Monitor and maintain signal operations for a three year period for Tiers 1 and 2.
2. Prepare an analysis of system-wide traffic operation before and after program implementation for Tiers 1 and 2.
3. Determine feasibility of implementation of Tier 3 of the program with respect to upgrades required per the Americans with Disabilities Act. Research non-federal funding sources for completion of the Program. If feasible, select consultant to design Tier 3.

PRODUCT: Tier 1 of the Valley Signal Coordination Program includes creation of traffic signal timing and coordination plans, and the necessary hardware and communication upgrades for about 320 traffic signals along approximately 95 miles of arterial roadway, facilitating east-west travel along the I-10 and SR-60 corridors. Tier 2 includes about 320 signals along 109 miles of arterial roadway throughout the Valley region. When fully implemented, a comprehensive system of coordinated traffic signals is estimated to result in a 10 to 15 percent reduction in travel times, and an associated reduction in fuel consumption, mobile source emissions, and rear-end collisions.

FUNDING

SOURCES: \$2,000,000 Congestion Mitigation and Air Quality Fund
Measure I Valley Traffic Management and

\$ 44,555 Environmental Enhancement Fund

\$2,044,555 TOTAL NEW BUDGET

\$2,179,470 Total Anticipated Encumbrances on 06/30/07

\$ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 70108000 Valleywide Signal Coordination Program
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/2006 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$2,179,470
Consulting Fees			2,179,470
Line Item			
Salaries	9,248	12,170	10,262
Fringe Allocation	7,633	9,098	7,262
Indirect Allocation	19,891	19,920	15,731
Consulting Fees	285,240	7,425,819	2,000,000
Meeting Expense	0	0	100
Mileage Reimb/SANBAG Only	0	200	200
Office Expense	391	300	300
Printing – Internal Only	0	0	200
Printing - Miscellaneous	9,468	0	10,000
Postage	918	300	200
Professional Services	20,348	0	0
Training/Membership	0	100	200
Travel – Other	0	0	100
Total New Budget	\$0	\$0	\$2,044,555
Total Actual/Planned Budget	\$353,137	\$7,467,907	\$4,224,025

TASK: 30908000 GENERAL TRANSIT

OBJECTIVE: To provide representation on regional, state and national transit associations. To promote professional development through attendance of Southern California Association of Governments (SCAG) Regional Transit Task Force, state and national transit conferences and training sessions. To support the evaluation, development, implementation and maintenance of the TransTrack operator performance reporting system and to continue the development of a Long Range Transit Plan for San Bernardino County.

ACCOMPLISHMENTS: Participated in meetings of the SCAG Regional Transit Task Force leading to the incorporation of transit-related actions in the draft SCAG 2006 Regional Transportation Plan; assisted in the development of a Memorandum of Understanding between SCAG, SANBAG, Omnitrans and Victor Valley Transit Authority relating to participation in the metropolitan planning process; and continued membership in the following transit associations: California Transit Association, California Association for Coordinated Transportation, American Public Transportation Association and Community Transportation Association of America.

While the subsequent transit related tasks provide a description of the technical process which must be followed to insure the flow of Federal, State and local funds to support individual transit system operating and capital improvements, this task will be used to summarize the performance of the six public transit systems, excluding commuter rail, in San Bernardino County during Fiscal Year 2007/2008. The six systems are: the Barstow Area Transit (BAT), Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA), Needles Area Transit (NAT), Omnitrans and the Victor Valley Transit Authority (VVTa). During Fiscal Year 2005/2006 half of the transit systems lost ridership (NAT, -11.7%; Omnitrans -3.6%; and VVTa -3.2%). The other three transit systems experienced growth in ridership (MARTA +15.2%; MBTA +2.7%; and BAT +1.2%). Overall, nearly 17.3 million passengers were carried by transit, representing a decrease of 3.3% over the prior year. Total revenue vehicle hours decreased by 23.6% to 1.1 million - with MBTA, NAT, Omnitrans and VVTa reporting a reduction in hours. However, productivity, measured in terms of passengers per revenue vehicle hour decreased by 26.7% to 16.0. Total operating expenses were \$78.0 million, a 8.9% decrease over the prior year. Fare revenue totaled \$14.3 million, an decrease of 2.4%, covering 18.3% of the total operating cost.

Omnitrans, serving the urbanized San Bernardino Valley, is by far the largest operator in the County with 83% of the operating cost, receiving 87% of the fare revenue and transporting 90% of the ridership. Omnitrans experienced a 3.6% decrease in ridership, but still carried 15.5 million passengers during Fiscal Year 2006/2007. Mountain/Desert systems experiencing growth in annual ridership included: MARTA carrying 170,800 passengers (up 15.2%); MBTA carrying 301,600 passengers (up 2.7%); and BAT carrying nearly 222,200 passengers (up 1.2%); VVTa carrying 1.0 million passengers (down 3.2%); and NAT carrying 38,100 passengers (down 11.7%).

The above statistics are derived from the operators' reports to the State. One of the recommendations from a prior performance audit was to develop a standard reporting system for the transit operators. The TransTrack operator performance reporting system is being implemented during Fiscal Year 2005/2006. The reporting system is designed to give the operators performance information at the route, mode and systemwide levels. It will also compare actual operating expenses and revenues to budgeted operating expenses and revenues by month, quarter and year-to-date. SANBAG will begin quarterly reporting of performance in Fiscal Year 2007/2008.

DESCRIPTION: This is an ongoing project that includes professional development through attendance and participation in regional, state and national transit association conferences by Board members and staff. Participation provides for exchange of information and policy development ideas relating to transit operations and funding.

This task will also include continued staff and consultant effort required for the development of a Long Range Transit Plan for San Bernardino County. The results of this planning effort will provide input to the Comprehensive Transportation Plan (CTP) and Congestion Management Program (CMP) development as well as tracking the feasibility of including transit corridors and other transit-related recommendation contained in the Regional Transportation Plan.

The task also includes legal professional services that may be required during the year for the transit programs, and professional services to support the continued development, evaluation and implementation of transit operator reporting system.

WORK ELEMENTS:

1. Attend and participate in regional, state and national association meetings.
2. Continue work on implementing and maintaining the transit operator performance system.
3. Continue development of Long Range Transit Plan
4. Share new information with operators.

PRODUCT: Dissemination of information to operators. The evaluation, further development and implementation and maintenance of the transit operator performance reporting system. Providing technical assistance to the various transit operators as required. The continuation of the development of the Long Range Transit Plan for the County, including the development of a transit-supportive land use alternative for the Valley.

FUNDING

SOURCES: \$416,389 Local Transportation Fund – Planning

\$416,389

TOTAL NEW BUDGET

\$ 71,000

Total Available Encumbrances on 06/30/07

\$ 0

Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Michael Bair

TASK NO. 30908000 General Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	\$0	\$0	\$71,000
Consulting Fees			71,000
Line Item			
Salaries	34,972	42,246	66,294
Fringe Allocation	28,867	31,583	46,916
Indirect Allocation	75,222	69,148	101,629
Consulting Fees	0	194,728	150,000
Meeting Expense	157	900	900
Mileage Reimb/SANBAG Only	212	750	850
Office Expense	37,525	17,675	21,000
Postage	4	150	150
Printing – Internal Only	0	0	550
Printing – Miscellaneous	0	200	0
Professional Services	0	12,500	1,600
Subscriptions	325	0	500
Training/Membership	3,845	9000	10,000
Travel – Air/Non-Employee	0	0	1,400
Travel – Air	676	3,500	2,600
Travel – Other/Non-Employee	0	0	2,500
Travel – Other	3,154	8,500	7,500
Total New Budget	\$0	\$0	\$416,389
Total Actual/Planned Budget	\$184,959	\$390,880	\$487,389

TASK: 31508000 OMNITRANS

OBJECTIVE: To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed by Omnitrans.

ACCOMPLISHMENTS: Provided assistance in the development, review and approval of the Omnitrans Fiscal Year 2007/2008 to 2012/2013 Short Range Transit Plan (SRTP). The SRTP is a biennial planning document which provides the description and justification of all proposed service and capital improvements to be funded with Federal, State and local revenues. During Fiscal Year 2006/2007, SANBAG has provided financial forecasts of revenues for the Omnitrans Bus Rapid Transit (BRT) along the "E" Street corridor. SANBAG also provided advice during the development of the SRTP and the Fiscal Year 2007/2008 Budget. The BRT Major Investment Study identified a short-term and long-term Locally Preferred Alternative that was approved by the Omnitrans and SANBAG Boards in November 2005. SANBAG also assisted Omnitrans in the selection of a firm to begin an internal audit function at the agency.

DESCRIPTION: This is an ongoing project that includes the provision of technical assistance upon request and oversight as required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2007/2008, Omnitrans will be required to prepare any amendments to the SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 as may become necessary due to changing circumstances. The Omnitrans SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funding for Omnitrans' operations and capital improvements. In addition to the above, SANBAG will continue to participate on the Project Development Team for the "E" Street Corridor BRT project as Omnitrans seeks approval from the Federal Transit Administration to enter into preliminary engineering and environmental assessments.

WORK ELEMENTS:

1. Attendance at Omnitrans Board and Board Committee meetings.
2. Participate on the "E" Street BRT Project Development Team
3. Provide assistance in development and review of amendments to the Omnitrans SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2007/2008 Operating and Capital Budget.
4. Provide fund estimates for the development of the Omnitrans Fiscal Year 2008/2009 Operating and Capital Budget.
5. Review and critique the Omnitrans Fiscal Year 2008/2009 Operating and Capital Budget.
6. Provide technical assistance upon request.

7. Ensure coordination with other transit operators.

PRODUCT: Memorandum to Board regarding amendments to the Omnitrans SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2008/2009 Operating and Capital Budget.

FUNDING

SOURCES: \$56,770 Local Transportation Fund - Planning

\$56,770 TOTAL NEW BUDGET

\$ 0 Total Anticipated Encumbrances on 06/30/07

\$ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Michael Bair

TASK NO. 31508000 Omnitrans
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	11,594	17,616	17,439
Fringe Allocation	9,570	13,170	12,342
Indirect Allocation	24,937	28,834	26,734
Meeting Expense	0	80	0
Mileage/Reimb SANBAG Only	40	0	80
Office Expense	25	175	0
Postage	0	50	50
Printing – Internal Only	0	0	50
Printing – Miscellaneous	0	100	0
Travel – Other	0	75	75
Total New Budget	\$0	\$0	\$56,770
Total Actual/Planned Budget	\$46,166	\$60,100	\$56,770

TASK: 31608000 BARSTOW-COUNTY TRANSIT

OBJECTIVES: To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed for transit services administered by the City of Barstow including the Barstow Area Transit and demand responsive services for seniors and persons with disabilities in Big River, Havasu Lake, and Trona.

ACCOMPLISHMENTS: With input from the City of Barstow and the County of San Bernardino, provided assistance in the development and approval of the Barstow-County Fiscal Year 2007/2008 to 2011/2012 SRTP. The SRTP is a biennial planning document which provides the description and justification of all proposed service and capital improvements to be funded with Federal, State and local revenues.

DESCRIPTION: This is an ongoing project that includes the provision of transit technical assistance and oversight required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2007/2008 the City will be required to prepare any amendments to the SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 as may become necessary due to changing circumstances. The Barstow-County SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funding for transit operations and capital improvements for transit systems administered by the City of Barstow.

WORK ELEMENTS:

1. Provide technical assistance through attendance at meetings with funding agencies and operators as required.
2. Provide technical assistance for the development and review of amendments to the Barstow-County SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2007/2008 Operating and Capital Budget.
3. Provide fund estimates for the development of the Barstow-County Fiscal Year 2008/2009 Operating and Capital Budget.
4. Review and critique the Barstow-County Transit Fiscal Year 2008/2009 Operating and Capital Budget.
5. Ensure coordination with other transit operators.

PRODUCT: Memoranda to Board regarding amendments to the Barstow-County SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2008/2009 Operating and Capital Budget.

FUNDING:

SOURCES: \$25,180 Local Transportation Fund – Planning

\$25,180

TOTAL NEW BUDGET

\$ 0

Total Anticipated Encumbrances on 06/30/07

\$ 0

Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Michael Bair

TASK NO. 31608000 Barstow-County Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	1,698	6,847	7,569
Fringe Allocation	1,401	5,119	5,357
Indirect Allocation	3,651	11,207	11,604
Office Expense	4	125	0
Postage	0	25	25
Printing - Internal Only	0	0	25
Printing - Miscellaneous	0	75	0
Mileage Reimb/SANBAG Only	0	350	350
Travel - Other	0	250	250
Total New Budget	\$0	\$0	\$25,180
Total Actual/Planned Budget	\$6,754	\$23,998	\$25,180

TASK: 31708000 VICTOR VALLEY TRANSIT

OBJECTIVE: To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed by the Victor Valley Transit Authority.

ACCOMPLISHMENTS: Provided assistance in the development and review of the Victor Valley Transit Authority (VVTa) Fiscal Year 2007/2008 to 2011/2012 SRTP (Operations and Growth Analysis). The SRTP is a biennial planning document which provides the description and justification of all proposed service and capital improvements to be funded with Federal, State and local revenues.

DESCRIPTION: This is an ongoing project that includes the provision of transit technical assistance and oversight required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2007/2008, VVTa will be required to prepare any amendments to the SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 as may become necessary due to changing circumstances. The VVTa SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funds for VVTa operations and capital improvements.

WORK ELEMENTS:

1. Attendance at Victor Valley Transit Authority (VVTa) Technical Advisory Committee (TAC) and Board meetings.
2. Provide technical assistance for the development and review of amendments to the VVTa SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2008/2009 Operating and Capital Budget.
3. Participate in the implementation of recommendations for improving the VVTa regional fixed route service.
4. Provide fund estimates for the development of the VVTa Fiscal Year 2008/2009 Operating and Capital Budget.
5. Review and critique the VVTa Fiscal Year 2008/2009 Operating and Capital Budget.
6. Ensure coordination with other transit operators.

PRODUCT: Memoranda to Board regarding amendments to the VVTa SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2008/2009 Operating and Capital Budget.

FUNDING

SOURCES: \$37,749 Local Transportation Fund - Planning

\$37.749

TOTAL NEW BUDGET

\$ 0

Total Anticipated Encumbrances on 06/30/07

\$ 0

Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Michael Bair

TASK NO. 31708000 Victor Valley Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	6,199	11,561	11,286
Fringe Allocation	5,117	8,643	7,987
Indirect Allocation	13,333	18,923	17,301
Office Expense	10	125	0
Postage	0	25	25
Printing – Internal Only	0	0	50
Printing – Miscellaneous	0	100	0
Mileage Reimb/SANBAG Only	469	900	950
Travel – Other	9	150	150
Total New Budget	\$0	\$0	\$37,749
Total Actual/Planned Budget	\$25,127	\$40,427	\$37,749

TASK: 31808000 MORONGO BASIN TRANSIT

OBJECTIVES: To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed by the Morongo Basin Transit Authority (MBTA).

ACCOMPLISHMENTS: Provided assistance in the development and review of the Morongo Basin Transit Authority (MBTA) Fiscal Year 2007/2008 to 2011/2012 SRTP (*Operations Analysis*). The SRTP is a biennial planning document which provides the description and justification for all proposed service and capital improvements to be funded with Federal, State and local revenues. SANBAG retained a consultant to review the current operations and develop recommendations for improving system performance while preparing the SRTP.

DESCRIPTION: This is an ongoing project that includes the provision of transit technical assistance and oversight required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2007/2008 MBTA will be required to prepare any amendments to the SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 that may be required due to changing circumstances. The MBTA SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funds for MBTA operations and capital improvements.

WORK ELEMENTS:

1. Attendance at MBTA Technical Advisory Committee (TAC) and Board meetings.
2. Provide technical assistance for development and review of amendments to the MBTA SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2008/2009 MBTA Operating and Capital Budget.
3. Provide fund estimates for the development of the MBTA Fiscal Year 2008/2009 Operating and Capital Budget.
4. Review and critique MBTA and Fiscal Year 2008/2009 Operating and Capital Budget.
5. Ensure coordination with other transit operators.

PRODUCT: Memoranda to Board regarding amendments to the MBTA SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2008/2009 Operating and Capital Budget.

FUNDING

SOURCES:	<u>\$30,770</u>	<u>Local Transportation Fund - Planning</u>
	<u>\$30,770</u>	<u>TOTAL NEW BUDGET</u>

\$	0	Total Anticipated Encumbrances on 06/30/07
\$	0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michael Bair

TASK NO. 31808000 Morongo Basin Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	2,225	11,298	9,163
Fringe Allocation	1,837	8,446	6,485
Indirect Allocation	4,787	18,492	14,047
Consulting Fees	0	90,000	0
Mileage Reimb/SANBAG Only	137	700	750
Office Expense	0	125	0
Postage	0	25	50
Printing – Internal Only	0	0	25
Printing – Miscellaneous	0	100	0
Travel – Other	0	500	250
Total New Budget	\$0	\$0	\$30,770
Total Actual/Planned Budget	\$8,986	\$129,686	\$30,770

TASK: 31908000 SOCIAL SERVICE TRANSPORTATION PLAN

OBJECTIVE: To obtain Public and Specialized Transportation Advisory and Coordinating Council (PASTACC) input to San Bernardino Associated Governments (SANBAG) transportation planning process and to the transit operators within the County. To develop a public transit - human services transportation coordination plan for San Bernardino County as required by SAFETEA-LU for selecting transit projects to be funded with Federal Transit Administration (FTA) Sections 5310 (Special Needs for Elderly Individuals and Individuals with Disabilities), 5316 (Job Access and Reverse Commute) and 5317 (New Freedom Initiatives) .

ACCOMPLISHMENTS: The PASTACC replaced the Social Service Technical Advisory Council (SSTAC) in Fiscal Year 1993. The 30-plus member PASTACC serves as the advisory council required under California Public Utilities Code 99238 that includes public and non-profit transit operators and a balanced participation of individuals or agencies representing persons with disabilities, elderly individuals, medical providers, and persons of limited incomes. PASTACC reviews and comments on the findings from the annual Transportation Development Act (TDA) Unmet Transit Needs Public Hearing process; provided input during the development new definitions and "unmet transit needs" and "reasonable to meet" and the revision of county-wide policies for the expenditure of Measure I Elderly and Handicapped funds; and provided input into coordination efforts for improving social service transportation. An annual inventory of public and social service transportation programs has been prepared and maintained. A subcommittee of PASTACC serves as the local review committee for FTA Section 5310 grant applications from eligible recipients in the County. SANBAG has retained a consultant to develop the public transit-human services transportation coordination plan for the County.

SANBAG is a sponsor for the State Transit and Paratransit Management Program and provides scholarships for up to five attendees from the Valley portion of the County. The expenditure for these scholarships appear in Task 51308000.

In Fiscal Year 2002/2003, SANBAG was notified of a \$300,000 Federal Transit Administration partnership grant to study the non-emergency transportation needs in San Bernardino and Riverside Counties. The grant was administered by SCAG. The study focused on five specific areas in the two counties and attempted to quantify the needs; develop transportation alternatives to address those needs; and evaluate the effectiveness of the implementation of the recommended alternatives. The study was completed in Fiscal Year 2004/2005 and its results are being considered in the development of the coordination plan.

DESCRIPTION: This is an ongoing project that meets the requirements under AB 120 Social Service Transportation Improvement Act and the Transportation Development Act. This task includes a contract for professional services assistance in: overseeing the consultant development of the public transit - human services coordination plan; staffing for the Public and Specialized Transportation Advisory and Coordinating Council (PASTACC) meetings; annually maintaining a directory of social service transportation

providers and agencies with an interest in social service transportation; preparing the biennial AB 120 Action Plan Progress Report; participating in the annual unmet transit needs public hearing process; updating recent rules and regulations relating to the Americans with Disabilities Act involving public and specialized transit; encouraging coordination of social service transportation at the State level; and reviewing of applications for FTA Section 5310 funding. Also included under professional services is legal counsel assistance is exploring the institutional structure for a proposed Consolidated Transportation Service Agency (CTSA) for the Valley portion of the County.

WORK ELEMENTS:

1. Attend and provide assistance in staffing PASTACC meetings.
2. Obtain review and comment from PASTACC relating to Fiscal Year 2008/2009 TDA Unmet Transit Needs, social service transportation, ADA complementary paratransit services and transit operator short range transit plans.
3. Maintain inventory of social service transportation providers and develop biannual Action Plan Update.
4. Sponsor training sessions of subjects beneficial to public, specialized transit operators and social service agencies.
5. Establish ad hoc committees as necessary to work on specific transportation related issues.
6. Provide as needed assistance to public and specialized transportation operators, including development FTA Section 5310 grant applications.
7. With consultant assistance, complete the development of a public transit – human services transportation coordination plan for San Bernardino County.

PRODUCT: Publication of the annual San Bernardino County Social Service Transportation Directory and AB 120 Biannual Action Plan Update. Memoranda to Board regarding PASTACC review and comment on the TDA Unmet Transit Needs findings and other transit planning and training activities. The development and adoption of a public transit – human services transportation coordination plan for San Bernardino County.

FUNDING

SOURCES:	<u>\$161,348</u>	<u>Local Transportation Fund - Planning</u>
	<u>\$161,348</u>	<u>TOTAL NEW BUDGET</u>
	\$132,100	Total Anticipated Encumbrances on 06/30/07
	\$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michael Bair

TASK NO. 31908000 Social Service Transportation
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	\$0	\$0	\$132,100
Consulting Fees			132,100
Line Item			
Salaries	4,595	16,938	16,420
Fringe Allocation	3,793	12,663	11,620
Indirect Allocation	9,884	27,724	25,172
Consulting Fees	0	50,300	0
Contributions/Other Agencies	4,593	0	0
Meeting Expense	100	500	750
Mileage Reimb/SANBAG Only	31	250	300
Office Expense	6	150	0
Postage	1,124	2,200	2,400
Printing – Internal Only	0	250	200
Professional Services	69,704	79,690	103,686
Travel – Air	0	450	450
Travel – Other	0	250	350
Total New Budget	\$0	\$0	\$161,348
Total Actual/Planned Budget	\$93,830	\$191,365	\$293,448

TASK: 32008000 NEEDLES TRANSIT

OBJECTIVES: To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed in the Needles area.

ACCOMPLISHMENTS: Provided assistance to the City in developing a RFP for the NAT service and in selecting a contractor to replace the prior operator. Provided assistance in the development and review of the Needles Fiscal Year 2007/2008 to 2011/2012 SRTP. The SRTP is a biennial planning document that provides the description and justification for all proposed service and capital improvements to be funded with Federal, State and local revenues.

DESCRIPTION: This is an ongoing project that includes the provision of transit technical assistance and oversight required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2007/2008, the City of Needles will be required to prepare any amendments to the SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 that may be required due to changing circumstances. The City of Needles SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funds for the transit operations and capital improvements required by the City of Needles.

WORK ELEMENTS:

1. Provide technical assistance through attendance at meetings with City and contract operators as required.
2. Provide technical assistance for development and review of amendments to the Needles SRTP covering Fiscal Year 2007/2008 and/or 2008/2009 and the Needles Fiscal Year 2008/2009 Transit Operating and Capital Budget.
3. Provide fund estimates for the development of the Needles Fiscal Year 2008/2009 Transit Operating and Capital Budget.
4. Review and critique the Needles Fiscal Year 2008/2009 Transit Operating and Capital Budget.

PRODUCT: Memoranda to Board regarding amendments to the Needles SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2008/2009 Transit Operating and Capital Budget.

FUNDING

SOURCES: \$15,297 Local Transportation Fund - Planning

\$15,297 TOTAL NEW BUDGET

\$ 0 Total Anticipated Encumbrances on 06/30/07

**S 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008**

MANAGER: Michael Bair

TASK NO. 32008000 Needles Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	1,933	3,278	4,381
Fringe Allocation	1,595	2,451	3,100
Indirect Allocation	4,157	5,366	6,716
Mileage/Reimb/SANBAG Only	196	660	700
Office Expense	358	125	0
Postage	0	25	25
Printing – Internal Only	0	0	25
Printing – Miscellaneous	0	100	0
Travel – Other	21	300	350
Total New Budget	\$0	\$0	\$15,297
Total Actual/Planned Budget	\$8,260	\$12,305	\$15,297

TASK: 32108000 MOUNTAIN AREA TRANSIT

OVERVIEW: To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed by the Mountain Area Regional Transit Authority (MARTA).

ACCOMPLISHMENTS: Provided assistance in the development and review of amendments to the Mountain Area Region Transit Authority (MARTA) Fiscal Year 2007/2008 to 2011/2012 SRTP (*Operations Analysis*). The SRTP is a biennial planning document which provides the description and justification of all proposed service and capital improvements to be funded with Federal, State and local revenues. SANBAG retained a consultant to review the current operation and develop recommendations for improving system performance while preparing the SRTP.

DESCRIPTION: This is an ongoing project that includes the provision of transit technical assistance and oversight required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2007/2008, MARTA will be required to prepare any amendments to the SRTP that may be required due to changing circumstances. The MARTA SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funds for MARTA operations and capital improvements.

WORK ELEMENTS:

1. Attendance at Mountain Area Regional Transit Authority (MARTA) Board meetings.
2. Provide technical assistance for development and review of amendments to the MARTA SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the MARTA Fiscal Year 2008/2009 Operating and Capital Budget.
3. Provide fund estimates for the development of the MARTA Fiscal Year 2008/2009 Operating and Capital Budget.
4. Review and critique the MARTA Fiscal Year 2008/2009 Operating and Capital Budget.
5. Ensure coordination with other transit operators.

PRODUCT: Memoranda to Board regarding amendments to the MARTA SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2008/2009 Operating and Capital Budget.

FUNDING

SOURCES: \$30,670 Local Transportation Fund - Planning

\$30,670

TOTAL NEW BUDGET

\$ 0

Total Anticipated Encumbrances on 06/30/07

\$ 0

Unbudgeted Obligations in Contracts Approved Prior to
FY 2007/2008

MANAGER: Michael Bair

TASK NO. 32108000 Mountain Area Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	4,253	10,487	9,163
Fringe Allocation	3,511	7,840	6,485
Indirect Allocation	9,149	17,165	14,047
Consulting Fees	0	90,000	0
Mileage Reimb/SANBAG Only	280	450	550
Office Expense	89	125	0
Postage	0	25	50
Printing – Internal Only	0	0	25
Printing – Miscellaneous	0	100	0
Travel – Other	0	300	350
Total New Budget	\$0	\$0	\$30,670
Total Actual /Planned Budget	\$17,282	\$126,492	\$30,670

TASK: 37308000 FEDERAL/STATE FUND ADMINISTRATION

OBJECTIVE: Facilitate the development and implementation of transportation projects through funding provided by a variety of Federal and State revenue sources, such as the State Transportation Improvement Program (STIP), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Transportation Enhancements (TE) Program, Surface Transportation Program (STP), Congestion Mitigation & Air Quality (CMAQ) Program, the State Traffic Congestion Relief Program (TCRP), State IBond funding, and Federal "Congressional" funding.

Fulfill responsibilities added as a result of SB 45 and AB 1012 "use-it-or-lose-it" provisions, including project tracking through fund obligation and implementation, execution and administration of contracts with sponsors of projects funded through Federal and Local Assistance Programs, and serve as a resource to member agencies through the local assistance process.

ACCOMPLISHMENTS: SANBAG provides local agencies with information on the above programs, including fund availability for State and federal transportation programs and transportation program guidelines, requirements, policies, and schedules. SANBAG is also responsible for calls for projects to be funded through the STP, CMAQ, and TE Programs listed above, as well as for conducting the process of project selection, prioritization, and allocation of funds. Following allocation of Local Assistance Funds, SANBAG has developed project tracking procedures to guard against loss of funds because of failure to achieve timely obligation. In addition, SANBAG acts as a liaison between Caltrans and local agencies toward implementation of State and federal projects.

WORK ELEMENTS:

1. Identify opportunities to participate in the programs identified above as well as other programs outside of the typical transportation funds allocated and programmed by SANBAG.
2. Identify competitive eligible candidate projects for the various programs.
3. Identify responsible agencies to submit and implement projects if selected.
4. Prepare or assist in the preparation of complete project applications, approvals, certifications, and assist in meeting other program requirements.
5. Develop selection processes for prioritization of candidate transportation projects including project selection criteria, establishment of minimum eligibility requirements, and publication of clear guidelines and instructions for various transportation programs administered by SANBAG.
6. Provide expertise to local agencies for facilitation and implementation of local projects utilizing State and federal funds (Local Assistance activities).

7. Conduct forums for local agencies on various transportation processes and procedures, such as STP, CMAQ, and TE program workshops.
8. Interact with funding agencies to ensure proper and adequate consideration of locally submitted projects and proposals.
9. Monitor and track progress on the implementation and obligation of federally funded projects to protect SANBAG's fiscal allocations.
10. Develop specifications for a comprehensive tracking system that will incorporate not only State and federal funds, but also Measure I interchange and Major Streets funds that will be administered by SANBAG.

PRODUCT: An objective, efficient, and timely process to allocate available transportation-related funding to the projects that provide the greatest transportation benefit relative to their cost and to ensure that all transportation funds allocated to projects within San Bernardino County are used in a timely manner without risk of loss.

FUNDING

SOURCES:

\$133,840	Measure I Valley Traffic Management and Environmental Enhancement Fund
<u>\$401,512</u>	<u>Planning, Programming and Monitoring Fund</u>
<u>\$535,352</u>	<u>TOTAL NEW BUDGET</u>
\$ 0	Total Anticipated Encumbrances on 06/30/07
\$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 37308000 Federal/State Fund Administration
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	91,955	92,824	134,447
Fringe Allocation	75,903	69,395	95,148
Indirect Allocation	197,788	151,934	206,107
Consulting Fees	317	20,000	95,000
Meeting Expense	0	200	200
Mileage Reimb/SANBAG Only	197	300	600
Office Expense	193	200	300
Postage	39	200	200
Printing – Internal Only	0	0	150
Printing – Miscellaneous	0	100	100
Professional Services	0	1,100	0
Training/Membership	0	400	400
Travel – Air	0	600	2,000
Travel – Other	190	305	700
Total New Budget	\$0	\$0	\$535,352
Total Actual/Planned Budget	\$366,582	\$337,558	\$535,352

SANBAG Acronym List

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AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

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MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
T MEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996